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ANNUAL REPORT

OF THE

RAILROAD COMMISSIONER

OF

MINNESOTA,

TO THE GOVERNOR,

FOR THE YEAR ENDING JUNE 30, 1884.

J. H. BAKER, COMMISSIONER.

ST. PAUL, MINN.:
THE PIONEER PRESS COMPANY.
1884.

THE PROPERTY

—OF—

Poor's Railroad Manual,

NEW YORK CITY.

H. V. & H. W. POOR.

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STATE OF MINNESOTA,
OFFICE OF RAILROAD COMMISSIONER, }
ST. PAUL, December, 1884. }

To His Excellency, Lucius F. Hubbard, Governor of Minnesota:

SIR: In accordance with the requirements of Section 70, Revised Statutes, I have the honor to submit herewith the Fourteenth Annual Report of the Railroad Commissioner.

Very respectfully,

Your obedient servant,

J. H. BAKER,

Commissioner of Railroads.

RAILROAD
COMMISSIONER'S REPORT.
STATE OF MINNESOTA.

1884.

During the year closing December 1, there have been constructed, in this State, 256.84 miles of railway, making a total of 4,162.22 miles, as compared with 3,905.38 miles last December.

The total cost of all miles of railway operated in this State to June 30, 1884, was \$161,054,515.18.

The average cost per mile of railway operated in the State to June 30, 1884, was \$40,994.56.

The stock of all railways operated in the State to June 30, 1884, was \$274,465,034.69.

The debt of all railways operated in the State to June 30, 1884, was \$320,560,653.92.

Minnesota's proportion of said stock and debt is \$141,525,446.58.

The passenger earnings of all lines operated in the State to June 30, 1884, were \$20,747,214.02.

The passenger earnings in Minnesota for year ending June 30, 1884, were \$5,575,995.64.

The freight earnings of all lines operated in the State to June 30, 1884, were \$57,030,256.73.

The freight earnings in Minnesota for year ending June 30, 1884, were \$16,503,478.33.

The express mail and miscellaneous earnings of all lines operated in the State to June 30, 1884, were \$3,086,831.19.

The express, mail and miscellaneous earnings in Minnesota for year ending June 30, 1884, were \$1,163,992.25.

The gross earnings of all lines operated in the State to June 30, 1884 were \$80,864,301.94.

The gross earnings in Minnesota for year ending June 30, 1884, were \$23,243,466.22.

The number of passengers carried by all lines operated in Minnesota to June 30, 1884, was 17,883,892.

*The number of passengers carried in Minnesota for year ending June 30, 1884, was 5,962,297.

The average distance traveled by each passenger on all lines operated in this State to June 30, 1884, was 42.7 miles.

*The average distance traveled by each passenger over Minnesota lines was 38.4 miles.

The average earnings on each passenger over all lines operated in this State to June 30, 1884, was \$1.16.

*The average earnings on each passenger in Minnesota for year ending June 30, 1884, was \$0.93.

*The average rate per passenger per mile in Minnesota for year in ending June 30, 1884, was 2.73 cents.

The average gross earnings per mile of railway in the State for year ending June 30, 1884, were \$5,925.77.

The average cost per mile of operating the railways of Minnesota for year ending June 30, 1884, was \$3,004.28.

The operating expenses in Minnesota for year ending June 30, 1884, were \$11,784,253.58.

The operating expenses of all lines operated in Minnesota for year ending June 30, 1884, were \$45,515,003.67.

The average percentage of operating expenses to gross earnings was 50.69 per cent.

The amount paid in addition to operating expenses on entire lines was \$59,354,844.56.

The taxes paid on all lines operated in Minnesota for year ending June 30, 1884, were \$2,169,584.22.

The taxes paid on lines in Minnesota for year ending June 30, 1884, were \$645,735.18.

The number of tons of freight carried in Minnesota for year ending June 30, 1884, was 8,516,178.

The average amount received for each ton of freight handled during the year was \$1.94.

*Estimated.

The number of employes on all roads operated in Minnesota for the year ending June 30, 1884, was 58,513.

The number of cars of all kinds used by the companies operating in the State for the year ending June 30, 1884, was 69,270.

Number of engines used by all roads operating in State for year ending June 30, 1884, was 2,276.

The construction account for the year for all lines operated in the State was \$20,044,742.51.

The number of acres of land sold by all lines for the year was 468,520.65.

The amount received by railway companies during the year for land was \$1,991,801.27.

The number of acres sold to June 30, 1884, by all companies was 3,355,867.65.

The amount received for lands sold to June 30, 1884, was \$14,793,087.96.

The number of miles of steel rail track in Minnesota is 2,518.22.

The number of miles of fencing in the State is 3,146.6.

Elevator capacity in Minnesota at close of year ending June 30, 1884, 25,739,700 bushels.

† Miles of railway in the United States for year ending June 30, 1883, 121,592.

† Estimated cost of same, \$6,684,756,045.

† Gross earnings of all lines in the United States for 1883, \$823,772,924.

† Net earnings in United States of all lines for 1883, \$336,911,884.

† Passengers carried in United States by all lines in 1883, 312,686,641.

† Tons of freight moved in 1883 by all railroads in United States, 400,453,439.

ACCIDENT RECORD IN MINNESOTA, 1884.

Passengers killed.....	2
Passengers injured.....	33
Railway employes killed.....	49
Railway employes injured.....	183
All others killed.....	54
All others injured.....	29

† Taken from Poor's Manual of Railroads.

TABLES OF ANNUAL REPORT.

We invite careful consideration to the tables which accompany this report. Great care has been given to their preparation and all important facts, connected with our railways, will be found, in them, condensed and classified under their appropriate heads.

The following is a brief synopsis of their contents:

Table I. shows the number and distribution of the miles of railway built in Minnesota during the past two seasons.

Table II. shows the total tonnage carried by the different roads, together with the kinds of freight transported.

Table III. gives the total number of passengers carried by each and all roads, total passenger mileage, average distance traveled by each passenger, and casualties to travelers.

Table IV. shows the earnings for freight, passenger and miscellaneous, for each and all roads; also earnings per mile, per train mile, and ratio of passenger to freight earnings.

Table V. exhibits expenses of roads, in maintenance of buildings, maintenance of rolling stock, cost of transportation, and general expenses; also total of all these expenses, and Minnesota's proportion of same per mile and per train mile.

Table VI. shows proportion of operating expenses to gross earnings on all roads, and a comparison with previous year.

Table VII. presents an estimate, showing average rates per passenger per mile for passengers carried on each road for eleven years.

Table VIII. shows average earnings on each passenger carried by all roads for eleven years.

Table IX. exhibits the average rate per ton, per mile, for each ton of freight carried on all roads for eleven years.

Table X. shows the average earnings on each ton of freight carried on all roads for eleven years.

Table XI. shows all expenses other than running expenses, viz.: construction, taxes, interest on bonds, dividends on stock, sinking fund, and leases.

Table XII. shows stock and debt statement of all roads, and same compared with previous year.

Table XIII. shows equipment of each kind for all roads.

Table XIV. gives the number of employes and the character of service, for each and all roads.

Table XV. shows the salaries paid for different kinds of service.

Table XVI. shows the whole number killed or injured, whether passengers, employes, or others, together with cause.

Table XVII. shows accidents to persons for the official year ending June 30, 1884.

Table XVIII. This is a comprehensive exhibit of all accidents to persons, with causes, from the year 1874 to 1884, inclusive.

Table XIX. shows the railways in Minnesota with termini and length in the State, June 30, 1884, and a comparison with the previous year; it also exhibits the lesser roads as absorbed in the eight larger existing corporations.

Table XX. presents the yearly extension of railways in Minnesota, giving the mileage of each year from 1862 to the year ending June 30, 1884.

Table XXI. shows the number of miles of railroad constructed and in operation each year in the United States, from 1830 to the close of 1883 inclusive.

Table XXII. shows mileage, equipment, capital, cost and revenue of all the railroads in the United States for the year 1883.

Table XXIII. shows railway service by counties.

Table XXIV. shows the gross earnings of the several roads and the amount of taxes paid by each for all years from 1864 to June 30, 1884, inclusive.

Table XXV. shows cost of road and equipment in Minnesota, based on mileage.

Table XXVI. shows the proportion of iron and steel rail in use by the different systems.

Table XXVII. shows railroad lands received, to inure, and number of acres sold by different companies for the year.

Table XXVIII. gives the total number, capacity, and location of all elevators in the State, together with the name of the company operating the same.

Table XXIX. exhibits a statement of all aid voted to railways in Minnesota, by counties, municipalities, and towns; also to what company issued and rate of interest.

GENERAL REMARKS.

The railway code of Minnesota is undoubtedly the most meager and defective of any of the northern States. The legislative action of 1871 was carried to such an extreme that in the reaction the people of the State naturally feared to reopen the subject.

Other and neighboring states have advanced to new and more enlightened systems of supervision, in accordance with the teachings and demands of experience. More conservative in their character than the legislation of the granger epoch, they are none the less effective in the results to be obtained and desired. The practical workings of our present laws disclose their inefficiency to meet any of the emergencies which have arisen since the repeal of the granger legislation. New questions and new difficulties have constantly presented themselves, that exert a powerful influence upon the business prosperity of the State, which are wholly beyond means of redress under existing statutes. That some more adequate and advanced system of State supervision, more in harmony with the progress of events and the necessities which have arisen, should be established, has from the beginning of his administration thoroughly impressed the commissioner. Time and experience have but increased this conviction. The tone of the public press, and the continued expressions of the feelings and wishes of the people, by letters, resolutions and other significant expressions of sentiment, coming to this office, show conclusively that public opinion is pretty well fixed in the desire to secure some reasonable controlling and restrictive legislation. It is true that the last legislature failed even seriously to consider any law looking to a more enlarged control of railways. It is equally true that a very large majority of the members elected to that body, at one time or another, assured the commissioner that it was their expectation, and the desire of their constituents, that some such legislation should be effected. How so well fixed and original a purpose could have been turned aside, will always be a matter for serious conjecture and consideration. It is pertinent in this connection, for the people to consider, whether these corporations have the power and the disposition to unduly influence legislation. If such to any degree is the case, then not one moment too soon can we subordinate them to the will of the people. Their power is rapidly increasing. Their wealth, their numbers, their rapid growth and their ability to summon enormous resources in a contest against the State, admonish us that every effort for more effectual control may be met in such manner as to more clearly demonstrate the necessity of immediate action.

The commissioner on one occasion, at the request of many members, sought to aid in the preparation of a railway code; and so far as his opinions were consulted, or expressed in

the bill, he simply urged the adoption of transcripts of some parts of the Massachusetts and Illinois' laws, the principles of which have been thoroughly tested by practical workings, and fully sustained by the courts. He deemed this far safer than to venture upon new and untried theories. Many other features, however, came to be engrafted upon the measure, for which he was in no way responsible. But if there was anything in it which did not meet with legislative favor, it could easily have been remedied, had the disposition to pass any bill continued to find favor with the law-making power.

This office still adheres to the opinion that it is the part of prudence to found such legislation as may be attempted, by the adoption substantially of some of those principles of the Massachusetts, Illinois and Iowa codes, which have commended themselves by the good results of their practical operations, and which have been sustained by the courts, rather than to venture upon untried experiment, in so grave and serious a matter. We, therefore, very respectfully urge this safe line of policy upon the incoming Legislature. The additional railway legislation of Iowa, passed in 1883, is claimed to have been productive of the best results. The study of that system, with its practical operations, is earnestly commended to our law-makers.

Complaints have been constantly on the increase, and never more so than at present. They refer to all manner of questions connected with transportation rates, transit rates, discriminations, facilities for shipping grain and many matters of a kindred character. These complaints are largely intermingled with others as to the arbitrary methods of the grading of wheat. There is that association between the purchasing and shipping of grain, which seems to ally the two things in the public mind. The dissatisfaction is so general and the denunciation of the systems prevailing so bitter, that serious disappointment will result, if an earnest effort is not made, during the present session, to meet the reasonable expectations of the people.

While the office of railroad commissioner affords ample work and employment as it is now organized, yet it is not clothed with such power as enables it to meet the greater expectations and emergencies as they arise. The duties of the commissioner as to tax revenues, as to discriminations and abuses, the hearing of complaints and their adjustment, the examination of companies' books, the gathering and digesting of all manner of railway statistics, these and kindred matters keep the office busily

engaged. But that this department of the State government should accomplish certain higher and more important work, constantly in demand by the public, it is necessary that the authority of the office be enlarged.

TIME OF MAKING ANNUAL REPORT.

The time when the Annual Report of the Railway Commissioner shall be made to the Governor, is fixed by the act of February 17, 1883, as on or before the 15th day of September. The same act also fixes the 31st day of July as the period when the fiscal year shall end, and that the report of this office shall end on that day also. Both of these provisions are *absolutely impracticable* in their application to this office. In the first place the railway companies, as a rule, make their fiscal year end June 30 of each year, and their statistics, on which the Railroad Commissioner's report is largely based, cannot be altered or changed by the State.

Their reports and the report of this office, should in the very nature of things, end on the same day. As to the second provision referred to, we are satisfied that it would be impracticable for the companies to make their returns to this office, at a much earlier date than October 31, as now fixed by law. The work of collecting and digesting such a vast mass of statistics is not to be hastily done. And still further, it would be impossible, could we get returns from the companies by the 31st of July, to properly digest them and make the report when the act requires, viz. September 15. It will thus be readily seen, that the law as it now stands is absolutely impracticable so far as this office is concerned; as it requires our report to be made to the Governor on or before September 15, which is before the railroad companies are required by law to make their report to this office. This law then, certainly, should be changed to accord with the situation.

AN OFFICIAL RAILWAY MAP.

I renew this year the recommendation that an Official Railway Map be authorized to be prepared in this office, and made to accompany the Annual Report.

The cost would not exceed \$300. Most of the other States issue such maps with their annual reports.

The official data for such a map can only be found in this office,

and the public should have the benefit of it in a reliable and convenient form.

GENERAL PHYSICAL CONDITION OF MINNESOTA RAILWAYS.

The general physical condition of our railways is admirable. The road-beds generally are in excellent condition, and as between some of the principal lines it would be difficult to say which excels. In some cases grades have been materially reduced and some unnecessary curves taken out. Nearly all of the chief lines have been provided with steel rails. It is ten years since steel rail was laid in Minnesota. Now there are 2,518 miles of steel rail in the State, most of which has supplanted iron. The price of the first steel rails was one hundred dollars per ton, the last laid within the year were purchased at twenty-eight dollars per ton.

Where steele has been laid oak ties have generally replaced soft ones. The earlier culverts and bridges have been renewed with more enduring material.

Permanency and security are fast becoming the rule. The substantial trestle-work over the deep gorges on the Duluth road and the noble stone viaduct on the Manitoba, facing the falls of St. Anthony, may be mentioned as exhibits of the progress towards safety and solidity. Guard rails have been placed upon the bridges and culverts of the principal lines. Large and commodious switching yards have been provided at many places, and double tracks have been built where business has called for it. New and enlarged shops, for building and repairing cars and engines, with all the modern improvements have taken the place of old and insufficient ones. Large and convenient stock yards have been constructed in many places for handling stock. Many new passenger depots have been erected, which display commendable taste and enterprise. These new ones, convenient, wholesome and attractive, serve to call attention to some which are defective in all of these particulars. Some of the old ones want remodeling or rebuilding, and dirty ones, illy provided with seats and defective in water closets, are unfit to be used at stations upon great lines of railway.

Some of the eastern railways have adopted a liberal policy as to their stations and grounds attached, in awarding prizes to agents who have "kept their grounds and stations in the most attractive order." The cost to the corporation for such things

is but trifling, while the eye of the traveler is delighted and he is more favorably impressed with the country through which he passes. As our State is more and more becoming a resort for summer travel and sojourn, such a policy of decorative taste and generous emulation, would better serve the interests of all concerned.

The passenger and freight equipments of the principal systems are fully up to the highest standard of the country.

The passenger and sleeping cars are generally models of comfort, if not luxury. It is to be noted, however, that some of the day cars are unnecessarily dirty and filthy. Cleanliness would enhance the value of any road by securing the good will of the traveling public. The Westinghouse air-brake and Miller platform are in use on all of our lines. As a preventive of accident no inventions have equaled them. There is also a marked degree of comfort attained in the starting and stopping of trains, the prolonged jolt giving place to a movement that is hardly perceptible. These commendable efforts bring comfort as well as security to the traveling public. Considering the depressed financial situation there has been a fair increase of the railway mileage of the State during the current year. Of the seventy-eight counties in the State seventy-three are provided with railway service.

The entire mileage of the State is 4,162.22. This is relatively a very extraordinary railway service. Every developed county is provided, and nearly every improved water power has been reached. Thirty-two counties have two or more independent lines, furnishing good facilities for transportation. Railway mileage has increased with us more rapidly than population. If we consider population, as well as territory, we are as well served as Massachusetts or any of the older States. Even the bleak, metamorphic districts of the North Shore have been invaded by the railway, and the mineral wealth there being developed already demands further facilities of a like kind.

Fencing the roadways has progressed fairly with the local demands of settlement and cultivation. Substantial fences of board and wire have been erected. The total length of fencing now completed is 3,134.6 miles, which includes both sides. Work in this direction seems to be satisfactory to the public, as no complaints, concerning the want of fencing as a means of protection, have been received this year. It is to be noted, however, that the law requires the immediate fencing of all railroads on each side of the track, and attaches penalties for any

failure so to do. So far as human life is concerned, the chief need of our railway service is a safety car coupler, which will not require the employes to go between the cars to effect the coupling. The risks of this service are far beyond those of the battle field. An inspection of our railway accident list in this particular, since the establishment of railroads in Minnesota, would appall even a soldier. Some of our roads have earnestly endeavored to meet the demands of humanity in this matter, but no persistent effort is now being made. We regret to say that no appliance has yet been found which is of a character to warrant the State in providing, by law, for its general adoption. The states of Connecticut and Massachusetts are leading a gallant fight in this humane direction.

EXAMINATION OF RAILWAY ACCOUNTS.

The law contemplates that the books of railway corporations shall be examined by the Commissioner. Any such examination to be valuable to the State, should be thorough and exhaustive. This can only be done by the use of an expert. The books and papers of the several companies comprise an immense mass of figures, requiring time and patience to intelligibly digest them. At least two systems of railway accounts are in use in this State. Indeed the detail of accounts is rarely, if ever, exactly the same, on any two roads. If there are any untrustworthy, or "doctored" accounts, the matter would have to be pursued with caution, and by a man thoroughly skilled in such duties. If it be the purpose of the State to pursue this examination to the extent of absolute thoroughness, then a sufficient appropriation must be made. The work of such an examination would require the best part of the year, and no man with the proper qualifications could be had for less than \$2,000 per annum. This is the situation, and the legislative authority should consider the question with care. The Commissioner is decidedly of the opinion that such provision should be made. Massachusetts, and most other railway commissioners, are authorized to employ an expert accountant.

PASSENGER TRAFFIC.

The fixed rate per mile for local passenger travel, in this State, is four cents. The average rate of fare for all passengers carried for the year, was 02.71 cents, which is a slight decrease from that of the previous year. This average comes from the low rate of

mileage tickets and through travel. We have no rates fixed by statute. In Iowa the maximum of three cents per mile, is established. The average passenger rate per mile in that State is 02.67 cents. It is believed that the time has come, when the maximum rate for passengers in this State might be fixed at a figure not to exceed three cents. There is little doubt, but that lower rates would prove more profitable than the present high local passenger tariffs. The number of passengers carried, would, quite probably, increase by such a reduction. The present local rate of four cents a mile, is relatively too high to induce local travel. As will be seen by reference to table number VII, the passenger rate per mile has been slightly increased the past year on the Omaha, Manitoba, Northern Pacific and Minneapolis & St. Louis, and slightly decreased on the Chicago & Northwestern, Milwaukee, and St. Paul & Duluth. The total number of passengers carried on all the lines was 17,883,892. The total number of passengers carried one mile was 763,404,765. The average distance traveled by each passenger was 42.7 miles. The average earnings from each passenger was \$1.16. The total number of passengers carried in Minnesota cannot be definitely stated, as some of the companies have failed to keep and report these statistics. The passenger earnings in Minnesota the past year were \$5,575,995.64. Tables III, VII and VIII, present the passenger traffic in an instructive manner.

FREIGHT TRAFFIC AND STATISTICS.

The average earnings on each ton of freight carried by the roads in this State was \$1.94, a slight decrease over the previous year. The number of tons of freight carried within the State, for the year, was 8,516,178. The total freight earnings in the State for the year was \$16,503,478.33. As the returns of the companies fail to show the tonnage per mile, the exact rate per ton per mile cannot be given. It is probably about 01.57 cents per ton per mile. The average rate, however, for each of the respective roads, is given in table IX. The general tonnage average for freight in this State, as compared with other states, is reasonable. The average rate in Iowa for all the roads reporting was 01.24 cents per ton per mile. If our general average represented an equal burden, distributed alike upon all business, there would be but little ground for complaint. But local freights to merchants and other small shippers and receiv-

ers of goods, are the subjects of continued complaint. The special rates given to large dealers in grain, and to manufacturers, with the rebates granted heavy operators, place an onerous burden upon the shoulders of the retail man or small shipper. The amount levied upon the occasional shipper and dealer is made to recoup all losses in the larger direction. It is the exercise of this power over the fortunes of individuals, towns and communities, which is a cause of apprehension and a source of injustice. Whatever law could prevent unjust discriminations between stations and individuals, so that all the patrons of a road might deal with it on terms of equality, would truly be most welcome.

DECREASED COST OF OPERATION.

By reference to tables V and VI it will be noted that the average cost of operating the railroads of this State, as compared with the previous years, has decreased about five per cent.

The whole community, as well as the stockholders, is deeply interested in so essential a matter, as the cost of operating a road is one of the principal factors in determining rates. The prime causes of this decrease are to be found in cheaper fuel, reduction of general expenses and the increase of business. We find that the general freight business in our State has increased for the year, eight per cent, and the general passenger business, ten per cent. With this increase of business general expenses have been reduced one per cent. Table VI will show just what relation each company bears to this statement. The general conclusions towards a settled reduction of operating expenses are in every way gratifying, if the public shall receive its just share of the benefits. The decrease in operating expenses has by no means reached its minimum. The reduction of gradients, the doubling of tracks, the improvements in machinery, the lessening of the cost of fuel, and other kindred developments, will continue to effect the economy of railway management.

FREE SHIPPING OF WHEAT.

With more intense feeling than ever before, the people have continued to protest against the rule of the railway companies, as to the free shipping of grain, which requires a 30,000 bushel elevator as a condition precedent to a privilege, theirs by every rule of law, and demanded by the highest public policy. That

so arbitrary a measure should be enforced by the companies, in defiance of the decisions of the courts, and against urgent public interests, is a marvel of unwisdom. It is just such conduct, on the part of railway management, as invokes and necessitates legislation. When the people demand of the law-making power resistance to such a despotic rule, railway men should not deprecate the wrath of the storm.

It is alleged that the farming and shipping interests are demanding a system of inspection as a cure for existing evils.

The complaints made to this office do not sustain such a theory. Such complaints as come to us, officially touching this matter, relate exclusively to the rigid rule above mentioned, which inhibits free shipping, and, as a plain corollary, free buying. The proposed system of inspection might prove a prudential auxiliary to the chief remedy. Let not, therefore, the movement in behalf of a system of inspection, dwarf or obscure the main cause of complaint. Official information will not warrant any such conclusion. Accusations against the companies predicate the evils on the prohibition placed upon free shipping and free buying by the railway companies, thus giving to the great elevators exclusive privileges in the buying and shipping of grain. This is the root of the whole matter, the difficulty in grading is but a sprout which comes from this root of evil. Under the present system the man at the elevator is king, and a system of inspection alone will not dethrone him so long as he holds exclusive shipping privileges. In the days when every merchant in a town was a buyer, and every man who chose had his flat warehouse and received cars to ship, little was heard about the present complicated system of grades. The new expedient of a grand elevator system has gradually banished all the small competitors, and the great elevators are left monarchs of all they survey.

That large elevators are a convenience in the movement of grain no man will deny. That they will be built and operated under an open and free system, is amply proved by the experience of all other states.

But when some of the roads declared that no one should have the privilege of shipping but through a 30,000 bushel elevator, they virtually enacted a sumptuary law. The vital principle is, that railways are public highways, constructed for the benefit of the people, of whom each individual has a right to claim equal privileges in the matter of shipping and transportation. There

can be no favored parties as the companies have determined these elevator men shall be. The result of this system of favoritism has been to kill competition and drive out the independent buyer. This, it is continually asserted to this office, is the foundation and essence of the evils complained of. The roads have actually assumed to forbid competition in the purchase and shipping of wheat. No law on earth can control the single elevator man who alone buys and who alone possesses the privilege of shipping from a station. He is a law unto himself. The present system has reduced the number of actual buyers who control the markets of the State to a very limited number. They confer together every day. The telegraph and telephone make their action a unit.

This syndicate of men are practically present at every station, controlling prices and grades. All other competitors have long since disappeared, under the operation of the cast-iron rule. It was the little buyer with his flat warehouse, and the merchant who were formerly buyers, and who, like the regulator in a watch, adjusted the markets and the grades. Under that free and flexible system, grades adjusted themselves, and there were no complaints. The Mississippi River towns, from Hastings to Brownsville, are open and free markets, everyone buying who chooses, and everyone shipping that desires, and not a complaint has ever come from a single one of those places. The record shows that they have paid the highest average price for grain and with no complaints as to grades. This is a proof of the benefits of commercial freedom, which blows the theories of the railways to atoms.

Under the existing system, prices and grades are dictated exclusively by the selfish interests of one party, while the other is not invited or permitted to take part in the transaction. Such things occur in no other business transactions of life. The railway rule has organized this exclusive elevator system, into one great monopoly. Where there should be numerous competitors, there are none.

If it be said that the elevators are open and free to all who desire to ship grain, that they are in fact public elevators, the reply is, first, that where the parties owning and running them are themselves engaged in the purchase and shipping of grain, they are substantially private grain houses to all intents and purposes. Such are the elevators belonging to the Millers' Association. Nor are there any which are not run exclusively

in the interests of those owning or leasing them. Again, if an outside buyer has purchased, and desires to realize by shipping, he is refused cars on one pretext and another, till annoyed and discouraged, he is at last "frozen out," and retires from a contest where further effort is useless. This is the history at numerous stations where we have examined the condition of things. Our law should more specifically declare that elevators shall be public elevators, and prescribe severe penalties for any evasion of their duties as such.

Elevator men should have no rights superior to those of other avocations. They should expect to put their money into the enterprise subject to all sorts of competition, as other men do in other pursuits. The true reformatory measure is to throw the whole business open to free competition and let it regulate itself, like other avocations, on the basis of free trade. Instead of building up a few favored men who at present control the whole business of shipping grain, let all enjoy an equal opportunity of buying and shipping if they may so choose. This constant solicitude for the welfare of the elevator men, while the farmer is shorn and forgotten, looks bad. By rendering the business free to all they will inaugurate a policy which, instead of making a few men wealthy, will add to the wealth of men generally, and so stimulate business for themselves and for the people. The wealth of the railway is the wealth of all of its customers. Every man cannot build an elevator which costs from five to ten thousand dollars; he must not, therefore, be prohibited from the shipping of grain in his own way because he is poor. We deny that the elevators, as run, are free to all. The present system exposes the roads to the charge of collusion with the elevator men, and the methods prevailing justify the charge. Every consideration, therefore, of public policy would open the widest privilege to those desiring to ship grain. These are some of the strong practical points which go with the legal ones presented in the commissioner's report for 1882.

In view of all the facts, and the increased hostility of the public against the existing rule of the roads, and as a matter of sound public policy, it is again urged that such legislation be had as will compel the companies to perform their duties as common carriers. Our neighbors, Iowa, Wisconsin and Illinois, have, and enforce, just such a measure as is here respectfully recommended. Indeed, in no state of the Union does such an arbitrary rule prevail as in Minnesota and Dakota.

GRAIN RATES.

In a large portion of our State, wheat is the principal, and almost the sole reliance of our people as a product for the market. The present phenomenal, low price of the commodity has rendered the situation of the farmers somewhat desperate. A careful estimate by an expert in Northern Minnesota, fixed the average cost of raising wheat, at about forty-five cents per bushel. The statistician of the Agricultural Bureau at Washington, speaking officially, has made the cost, in Western states, with low-priced land, average from fifty to sixty-seven cents per bushel. A medium between these two statements would doubtless more nearly represent the true cost of raising wheat in our State. The price of No. 2 wheat in the State, taken from a large number of local markets, ranges between forty-two and forty-eight cents per bushel. By this statement it is apparent that the profits of wheat raising have, for the present, disappeared from the farmer's ledger. This general situation is aggravated in the mind of the public, by the fact that the rates of grain transportation bear no seeming proportion to the present value of such commodities. Farmers are not farming for the public good, they are farming for money. Neither are railways built and operated for the public good; they are built and operated for money. But the farmers are the best patrons the railways possess, and are a class whose interests should be the most sedulously studied, from the most selfish of motives. It is in every way for the advantage of the railways running through an agricultural region, to deal fairly and liberally with that interest. And especially should it be the concern of our railway management, at this period of unwonted agricultural depression, to make a studied effort to lighten the burthens, and even share something of the general loss of the farmer. A more graceful, becoming, and I believe, remunerative act, in the end, could not well be devised.

The heaviest tariff upon wheat is the cost of transportation, and that tariff has not been appreciably reduced since the decline in the price. The farmers are paying substantially the same toll to market as when wheat was one dollar a bushel. Is there any sufficient reason why freight rates should not follow the shrinkage which attaches to other values? It is not satisfactory to state that freight tariffs are low. The wheat tariff is not in harmony with the present general depression in price. It is relatively very high. It can be hauled at a lower rate without loss to the

roads. The prospects of trade depend as much on the price of crops as their abundance. Ruinously low prices for wheat depress all kinds of business, and so in the large average of operations bring a loss to the railroads. Such a rate as will develop the greatest volume of business, and at the same time make a reasonable return for services rendered, will, in the end, prove best for the carrier.

Besides, may not the railways so retard development as to injure themselves? By an attempt to secure great and immediate profits, will not the culture of wheat be permanently restricted, and even immigration itself be checked? We have extolled to the world our wheat-producing capacity. But the commodity is handicapped with a tariff that destroys its productive value. The enterprising farmer and man of capital are made to pause in their energetic efforts to develop our great arable regions. It is against public policy and every railway interest to damage the vast possibilities of our great Northwest. These are some of the larger considerations which enter into this question. Already some of the ill results are apparent. The amount of land prepared for the next crop is reduced, and the ambition of the people has abated. The law of the State says freight charges shall "be reasonable." The determination of what is "reasonable" is a sort of a judicial act, to the solution of which we may properly apply facts and conditions as they present themselves from time to time. What was "reasonable" last year, may not, indeed does not, prove to be so this year.

By antagonizing a vital present interest of the people, in a failure to make rates "reasonable," the railways invite unfriendly legislation. They invoke mischief for themselves. As a friendly umpire between the public and the railways, with an equal eye upon the interests of each, the Commissioner deems the present rates upon wheat unreasonable. As a matter of justice to the farmer, the rates should be reduced, because the general public interests require it, and because the business condition of the great wheat-carrying lines will justify it.

TRANSIT RATES.

Among the most ingenious devices of railway management in this State, is the invention of transit rates. They were a contrivance to kill local rates. The theory of the roads was, that when they got a bushel of grain within their control, they must

haul it to the last terminal point on their line, in order to get all out of it possible. If they let this grain go by a local rate to Minneapolis, some other road was liable to pick it up, or they would be compelled to pool it. So they resorted to this expedient to hold its carriage to the end. Thus came the invention of transit rates, on the theory that a shipper could unload at the milling centre, or at any mill on the route, grind it and ship it out as flour, on the same rate contract, or if not desiring to ship farther, he could sell the unexpended balance of his unearned freight in the open market, and so make himself whole in the transaction. Under this rule it has become impossible to ship a car load of wheat, from any local point on the roads enforcing transit rates, to Minneapolis, without paying through freight to Chicago.

Of course it came about that this species of business was overdone, and the accumulations of unearned freight compelled such shippers to lose money by selling at a discount. This is the substance of the transit rate invention.

It was a usurpation of power by the roads to enforce such a rule against the shipper. There would be no special objection to a transit rate were it optional with the shipper, to use it, or not, as he chose. Certainly such a system would benefit the miller, but it was supremely arbitrary and onerous upon other shippers, to pay freight through to Chicago, and be subjected to the necessity of selling this unearned freight, often at a loss, and always at a great inconvenience. Besides this the effect has been to reduce the price of grain at local points, for the reason that buyers and shippers would desire to recoup any losses they might sustain, in selling transits, out of the producers. The remedy would be to compel the roads to give local and reasonable rates, in all cases where requested by the shipper. This simple requirement would obviate the difficulties, remedy the complaints, and still leave the door open for milling interests to ship in transit. It is therefore recommended that provision be made by statute to this effect. On examination we cannot find that the railways elsewhere have ever sought to enforce such an arbitrary measure. It is only in Minnesota and Dakota that the rule maintains.

So great has this evil become, that not only was the system resisted by farmers and general shippers, but the Chamber of Commerce of Minneapolis made it the subject of special consideration. In an official communication to this office, December 3,

1884, they report that transit rates still continue on all the eastern lines.

They further state:—“This transit sells at a loss, to the holder who does not wish to use it, at about one and one-half cents per one hundred pounds discount. The rate from here to Chicago is seventeen and one-half cents per one hundred pounds, transit brings from sixteen to sixteen and one-eighth cents. Most of the transit is used by the millers, but parties shipping grain in, to be sold here, are losers. The Chicago, Milwaukee & St. Paul road gave a flat rate to this city, but it was not as good to shippers as the transit rate. The Minneapolis & St. Louis abandoned the transit rate, for a time, but are now using it the same as other roads.”

COST OF OUR RAILWAYS.

The average cost per mile, including equipment, of the railways of Minnesota is \$40,994.56. The Duluth and Northern Pacific cost the higher amount per mile, the Duluth costing \$58,208.54, and the Northern Pacific \$55,998.12 per mile. The Burlington, Cedar Rapids and Northern the least, or \$26,928.77 per mile. The nature of the country through which a road passes and the period in which it is built, in relation to prices of material, are the essential controlling elements of cost. The average cost of the railways in Massachusetts, including equipment, is \$67,100 per mile. The character of the country there is rugged and the hills numerous. In prairie countries, such as ours, most of our lines should be built very reasonably. At the present time we believe they could be built and equipped for \$20,000 per mile. Poor's Manual asserts that the actual average cost of the mileage of the whole country, for the past three years, certainly did not exceed \$30,000 to the mile. But the amount of stocks and bonds listed was equivalent to about \$70,000 per mile. If there were some mode by which fictitious capital could be eliminated from the indebtedness of roads, there would be no difficulty about the lines generally paying well as an investment. They would be the best investments, with proper management, in the world. We are undoubtedly called upon to pay interest on fictitious capital. If all the excess of the cost of our roads could be eliminated from the listed indebtedness, the people of Minnesota, according to exhibits made by experts, would only be paying interest on about one-half the amount they are at present. This undue proportion

of actual cost to alleged debt must always elicit fair criticism. If it be correctly assumed that the railways in a prairie State such as ours, really cost but \$20,000, or at the outside limit only about \$25,000 per mile, and we take from this cost the amount given the railways, by the people of Minnesota, in lands and bonds, we would have left a very slender basis for a scale of dividends upon capital invested.

These general facts clearly indicate that the value represented in our roads, by the amount of stocks and bonds carried, is a very uncertain quantity. If we were to pursue the inquiry further, and could ascertain just what our roads cost those who now own and operate them, we would have figures widely different from those given as chargeable per mile. This uniform condition of things exerts a powerful influence upon the public mind, in forming an opinion as to the reasonableness of rates, based on alleged capital. All rates based upon such exaggerated valuation, will be assailed. The recent and continued decline in stocks is said generally to be but a process of "squeezing the water out" and bringing them to the bed rock of real value. Manipulation seems to have run its course, and we are getting at the solid basis of values.

If we were to take the present market value of the stock of a road as the basis of its rate charges, it would confirm the statement above, that our lines are well padded out. It is true that transportation charges, as a rule, are not based upon the alleged cost of the road; they are controlled chiefly by competition. But if you speak of a law to govern charges, forthwith they demand a rate fixed upon nominal capital. Examine the question as we may, it is undoubtedly true, that if reference be had to actual cost, or real value, only about one-half as much net earnings would be required to pay interest and dividends on our Minnesota lines, as their listed indebtedness claims for them to-day. While these facts are unquestionable, it is generally true that if it were not for the speculative character of railway investments, very few roads would be built. Indeed, nothing but the hope of a large ultimate reward would have led to the building of most of our Minnesota lines, and much of the great Northwest would have yet been comparatively a solitude, but for the incentive which came from the hope of great speculative profits. The hazard which men take in these schemes, of which the public reap the advantage, is a matter fairly to be considered in a broad view of the question of the cost of railways.

TERMINAL FACILITIES.

The value of terminal facilities to our railways, is noticeable with the growth of our cities, and the rapid development of railway business. Terminal convenience often determines and controls both passenger and freight business. The older lines, generally, secured these at an early period in the growth of our towns and cities, and at comparatively little cost.

The expense attending the purchase of adequate terminal grounds, in commercial centers, has become so enormous as to almost prevent the building of new lines. The cost of terminal facilities for a trunk line has been estimated at about one-third of its entire cost. The value and advantage of the terminals of the Pennsylvania Central, in Philadelphia, The New York Central, in New York, and the Illinois Central, in Chicago, can scarcely be overestimated. These remarks invite attention to the value and advantage of the terminal facilities, in our commercial cities, such as St. Paul and Minneapolis, and the secured trackage and depot grounds, in the growing towns along the lines of our roads. They bring to these lines an advantage which future rivals can scarcely hope to equal. When it is considered that the two cities of St. Paul and Minneapolis, are each increasing in population at the rate of twenty per cent annually, the value and strength of the positions held by existing lines will be perceived. The recent purchases of the Northern Pacific of large terminal grounds, exhibited far sighted wisdom. The Union Depot, at St. Paul, now rebuilding from its recent destruction by fire, and the Minneapolis Union Railway Station, yet under construction, are fine examples of the value of railway terminals. The latter building alone, with its commodious grounds, will cost, when completed, over half a million dollars. But even this present price, bears but a limited proximation to its future value. The new roads of the future will find an expensive entrance to these cities. It is not yet too early to predict that the new trunk lines of the hereafter, will have to resort to the elevated systems to gain access to cities such as we are destined to have.

NECESSITY OF UNION DEPOTS.

The convenience of the public should be the study of railway management. One of the most obvious of these conveniences would be the completion of a system of union depots, where

two or more roads center in a city or town. The want of such a system is a source of continual annoyance and expense to the public. Each separate depot is equipped with a full quota of employes, clerks, baggagemen and telegraph officers. Then there are transfer teams and the expense of the transfer of passengers, to the general inconvenience and annoyance of travelers. The expense of separate depots should be dispensed with for the sake of economy to the companies themselves. Consider also the expense and annoyance to the public for a long series of years. The policy of union depots is recommended at all places where there are two or more roads. It may be a present expense, but a great future economy. There will come from it better depots, better service and greater convenience. Such places as Mankato, Owatonna, Winnebago City, Albert Lea, Waseca, St. Cloud, Fergus Falls, Sauk Center, Chaska, Norwood and Glyndon, and other places in like condition, should as speedily as possible be so provided. In some of these places the roads have miserable depots, ill furnished, without comfort or proper conveniences. A new union depot, built in good style and equipped with modern appointments, would embellish the town and honor the service. The public who patronize the roads have a right to expect these things, and would appreciate their accomplishment.

SHALL TRAINS CONNECT AT CROSSING POINTS?

By complaints received at this office, it is shown that local travel is greatly inconvenienced and subject to delays, by there being no attempt, at many points, on the part of rival lines to make connections. At Winnebago City, Wells, Ramsey, Owatonna, Prairie Junction, and other like junctions, complaints of this sort are of frequent occurrence.

We find other states have had like difficulties. In Massachusetts it has been remedied by the action of the Board of Railway Commissioners. In Vermont, Connecticut and some other states there is a law to compel companies to make connections according to the convenience of the traveling public. It appears to this office, upon a review of the whole situation, that railway companies should, as a rule, be required to run their trains for passengers each way, at such times and in such manner as to afford reasonable facilities for receiving passengers from and delivering them to other railways connecting with each other.

And when any such connections of one road with another are not convenient or reasonable, either for the prompt accommodation of passengers, or the transfer of freight cars, companies should be required by law to make such connections. An appeal should lie to the railroad commissioner, in cases where it is claimed to be difficult or quite impossible to make such connections. Such a statute should be enforced by proper penalties, as otherwise it could be evaded.

SUNDAY TRAINS.

The question of the running of trains upon Sunday is receiving constant consideration, especially in New England, and the attention of the commissioner has been called to it here. Not only a respectful regard for the views of religious people and general morality, but the especial consideration of rest, which is so essential to the efficiency of railway employes, is a potential factor in considering this subject. We will not assume to present the moral and religious grounds of the question. The necessity and convenience to the public of Sunday trains are proper elements of this discussion. Whether the convenience to be gained by the public is not overbalanced in the loss sustained by want of rest by the employes, is an open question. A year or two since we had a painful series of accidents upon one of our lines, which was believed to be wholly referable to over-work and to the complete exhaustion of train men. Railway employes certainly should be entitled to be with their families one day, or to have one day for rest. This they will not receive except it be on Sunday. The grave consideration of essential rest, for health, and for steadiness of nerve, for the men so largely entrusted with human life and property, is not to be hurriedly undervalued. On the other hand, through trains covering great distances could not be run with economy or satisfaction to the public, if they were not permitted to encroach upon Sunday morning in order to reach the end of their journey. The care of live animals, too, carried for a long distance, should always be exceptional if intrusion is made upon Sunday to reach their destination. That our railroad managers pay some general observance to Sunday is evidenced by the "Sundays Excepted" which is upon all their bulletin boards.

Quite a percentage of our trains are suspended on that day. If there are unnecessary trains run on this day for purposes of

pleasure, it is to be noted that there are also religious gatherings in our State, such as camp meetings, so arranged that even church-going people compel themselves to use them. Though there is a law on the statute books in Massachusetts forbidding "the running of trains on the Lord's Day," yet there are two hundred and fifty trains running on that day in that State without any complaint being made. It is true, however, that the Board of Railway Commissioners of Massachusetts have recently exercised the authority they possess under a recent law,—by refusing to establish any new trains on Sunday. While we do not believe it would be practical to cease running all trains on Sunday, we yet suggest and counsel the restriction of railway operations on that day to the lowest possible minimum; for we believe that the rest so secured will result in such health of mind and body as will bring not only physical and moral advantage to employes, but insure greater safety to railway property and to human life. Among railway men, too, there are those who are conscientiously opposed to laboring on Sunday. Their conscientious scruples should be respectfully regarded by railway management.

ACCIDENTS.

During the past year the total number of killed was 105. The total number injured, 245. The total killed and injured was 350. The total killed the year previous was 138; injured, 283; total killed and injured 421. This is a marked and fortunate improvement. That this result in comparative mortality is due to any new or more vigorous precautionary measures, does not appear. It is said that the men themselves, somewhat appalled by the sad record presented in these reports, have become more careful.

There were but 2 passengers killed, as against 4 the previous year. There were 49 employes killed, as against 75 the year before. Other persons killed 54, as against 59 the previous year. There were 33 passengers injured, against 20 the year before. This unhappy comparison occurs by reason of a cyclone on the Chicago & Northwestern line, July 21, 1883, in which 20 passengers were injured. But for this accident, the change as to injured passengers would have been decisive. There were 183 employes injured, and 240 the previous year. Other persons injured, 29, while 23 were injured the year before. Our accident tables should be carefully examined by those having an interest in railway mortality.

According to the reports of the companies, the two passengers killed came to their death as the result of their own carelessness. The manner of their death indicates this to be correct. There is no manifest disproportion between the number of accidents on the different roads. It will be observed from the tables that, twenty persons were killed and nine injured by being on the track. Falling from the train, eight employes and two others were killed, and sixteen employes injured. Thus it will be seen that personal carelessness is always a large element in personal railway accidents.

But nothing forms so marked a feature of these accidents, as results from the coupling and uncoupling of freight cars. The Commissioner has, in each annual report, called the attention of the Legislature to this serious matter. But we acknowledge the difficulty in dealing, by legislation, with the subject. To make some effort to reduce the percentage of the terrible loss of life and limb from this cause, is worthy of a supreme effort. The State of Connecticut has passed an act upon this subject, which appears, so far as State railway reports show, the first movement, by statute, to meet this fatal cause of mortality. The act is valuable, as showing a sentiment in the State in behalf of this humane movement. The Master Car Builders' Association have had the matter under consideration at several meetings; but they have again met and adjourned without any advance or agreement upon the subject.

Both humanity and public policy require that some serious and solid step should be taken in this direction. There is nothing that opens so wide a door for fortune and honor, to inventive genius, as the device of an automatic coupler which will meet the conditions and requirements of the service. Inventive minds have been at work, and as many as twenty-two patents issued for this object within a single week, and yet none have appeared which possess the efficiency required. Whatever coupler shall finally meet the requirements of the situation, must be uniformly adopted by all the states, or congressional action invoked to cover interstate commerce. The law of liability of employers to employes, may yet have to be thoroughly revised, in order to arouse companies to a vigorous effort to secure a remedy for the wholesale slaughter which annually occurs by reason of the want of a proper coupler.

SLEEPING CAR COMPANIES IN RELATION TO TAXATION.

We desire to call attention to the taxation of sleeping car companies, and similar organizations, doing business in this State. The proper mode of taxing sleeping car companies is as yet an unsettled question. Such companies in this State, though doing a large business and collecting a good revenue from our people, do not share the general burthen of taxation. On every principle of justice such property should be reached for this purpose. They run cars on all of our lines of railways, with acknowledged profit. Their business is carried on within the State, receiving the benefit and protection of the laws, but the State has no control of their business and can at present derive no revenue from it. Several states have made an effort to tax sleeping car property. Where a sleeping car company has an organization doing business under the laws of a state, and have there a domicile within their borders for such cars and property, the courts in such cases have held that the right of the state to tax is conclusive. A very recent case in the State of Pennsylvania, is in point, where the company appears to have been incorporated under the laws of that State, and we here include the points as decided by the Supreme Court of that State:

In Pittsburgh, Oct. 6, in the appeal of Pullman's Palace Car Co. *vs.* the Commonwealth of Pennsylvania, error to the Common Pleas Court of Dauphin County the Pennsylvania Supreme Court handed down the opinion that "a State has power to tax the gross receipts of transportation companies incorporated under its laws, and engaged in the business of transporting passengers and freight out of, into and through and within the State. The Court below ruled that the act of 1879 was not in conflict with any provision of the Constitution of the United States. The statute, unless it is palpably unconstitutional, should be held valid by the State courts, for their decision that the statute is invalid is final. We are not convinced that it is unconstitutional, and therefore affirm the judgment on the opinion of the learned Judge of the Common Pleas."

The Supreme Court also gave the following additional opinion in the case: "We think it very clear that the plaintiff in error is engaged in company in such a business within this Commonwealth as to subject it to the statutes imposing taxation. While a tax on the capital stock of a company is a tax on its property and assets, yet the capital stock of a company and its property and assets are not identical. The coaches of the company are its property. They are operated within the State. They are daily passing from one end of the State to the other. The fact that they are also operated in other States cannot wholly exempt them from taxation here. It reduces the value of the property in this State justly subject to taxation here. This was recognized in the court below, and we think the proportion was fixed according to a just and equitable rule."

In a case between the State of Tennessee and the Pullman Southern Car Company it was held by the United States Circuit court, by Judge Matthews, Circuit Justice, that "a State law declaring the business of running sleeping cars, when not owned by the railroads on which they are run, a privilege, and providing for a privilege tax on every car used in the State, and for its collection by distress warrant, is so far as it attempts to collect a tax upon cars not used exclusively within the State, a regulation of interstate commerce, and therefore unconstitutional." If this opinion should be maintained by the Supreme Court, then sleeping car companies, except in states where they have an organization and domicile, could not be reached except by a law of Congress. But as the question has not yet been finally decided, it is well worth while to do as other states are doing, and by State law attempt to reach this species of property. Whether either of the sleeping car companies doing business in this State, Pullman's or Wagoner's, have any of their cars domiciled here and engaged in transporting passengers from one point to another within the State, is an open question. Should the law finally prove ineffectual, then, in common with other states we could and should memorialize Congress for such a statute as will meet the emergency. It cannot be held that business should be profitably carried on in a state, protected by its laws, yet beyond its control, and which shall wholly escape taxation. For such an anomaly some remedy should be provided. Let us first try by virtue of a State law, and if this should fail, then through Congress.

SUPERVISION OF TELEGRAPH AND TELEPHONE COMPANIES.

Telegraph and telephone companies are doing an extensive and constantly increasing business in our State. They collect a large revenue from our people, and are amenable to no authority, except such as flows from the common law; they are, to all intents and purposes, a law unto themselves. In Ohio, and some other states, these companies are required to make an annual report to the Railroad Commissioner, of their business, stocks, debts, dividends, length of lines, stations, tariffs, persons employed, messages sent and received. This system is found to work well. It is the experience of every business man that our telegraph companies require some supervision. They are sometimes careless and frequently apparently indifferent in the per-

formance of their public duties. The State is entitled to a definite knowledge of their business. It is believed, further, that if they were required to pay taxes upon gross income, upon the same principle the State has established for railways, the result would be far more satisfactory. Their taxes are now derived from an assessed valuation fixed by the State Board of Equalization (Act Nov. 22, 1881). Under this system as fixed by this board they pay at the rate of 15 mills on the dollar. Their present assessed valuation is \$300,000, and the taxes paid are \$4,500. The telephone property was valued at \$101,000; the taxes paid amounted this year to \$1,515. Income would be a more discriminating mode of taxation than is valuation, as it is one of those cases in which the property itself bears no just relation to the income. Telephones should follow the same rule. The following is a list of the telegraph and telephone companies doing business in this State, together with the present assessed valuation:

Telegraphs.	Assessed Valuation.
Western Union Company	\$200,000 00
Mutual Union Company.....	8,000 00
Curry & Tracy Company.....	500 00
Telephones.	Assessed Valuation.
Northwestern Company.....	33,000 00
Duluth Company.....	1,000 00

It is believed, also, that street railways should be required to make annual reports, as in the case of other railways, but should not be included in the same system of taxation. Other states have reached these corporations by a public system of accountability, and every consideration of sound public policy seems to invite Minnesota to adopt the same course of inspection and publicity.

GROSS INCOME IN RELATION TO TAXATION.

A careful and elaborate table (No. XXIV.) is given, exhibiting the gross earnings and taxes of our railways for all years to date. It conveys at a glance a comprehensive idea of the growth of the business of our roads, together with the amounts they have yielded to the treasury of the State. The total gross income for the year ending June 30, 1883, was \$23,508,089.62; for the year ending June 30, 1884, \$23,243,466.22, a decrease of \$264,623.40.

This decrease is in the falling off of the receipts of the Manitoba line, which is elsewhere satisfactorily explained.

As to the probable receipts from this source of taxation for the immediate future, the best data in our possession lead us to believe that the amount for the coming year will not exceed that of the past year, which was \$645,735.18. The yearly expense of the State government proper, including legislative expenses and interest upon the funded debt of the old railroad bonds, is about \$875,000. It would seem, by a comparison of these two amounts, that the time is not far distant when the State tax levy will entirely disappear, and the income from our railways support the State government. While the remark is ventured that the ensuing year will not show an increase of taxes from gross earnings, it is proper to state that by the system of semi-annual payments, which a portion of the roads have adopted, the taxes on those roads for six months of 1884 have been returned and show a decrease in earnings. But the last half of the year, by reason of the large grain movement now in operation, will fully compensate for the earlier loss. That the future will show a steady increase, by reason of income from this source, we have no reason to doubt. The general growth of the State, the building of new lines, with new business, and all of the roads reaching the maximum of three per cent upon the gross earnings, will surely secure a desirable result.

By a decision of the Supreme Court we have this year secured \$22,589.92 in taxes, lately contested. It will thus be seen, by a general glance at the subject of railway taxation, that the value of the Railroad Commissioner's office, were it solely confined to the careful inspection and securing of the railroad taxes, would far more than justify its expense. In the appendix will be found the decision of the Supreme Court in favor of the State in the tax suit against the Northern Pacific Railroad. By this decision the State secured over \$55,000 in taxes, and established a precedent for future years.

THE USE OF INTOXICATING DRINKS BY RAILWAY EMPLOYEES.

By the general discipline of the service drinking men are, as a rule, pretty well eliminated from employment upon our railways. Managers do all in their power to protect their property, and the public, from the damage incident to drunkenness. But they would be doubly fortified if the State would lend the weight

of its authority by absolutely inhibiting the use of intoxicating drinks by all railway employees. Such a law, being purely a police regulation, would come within the purview of constitutional authority. Those who are constantly entrusted with the lives of thousands of our people should be required to abstain from all intoxicating drinks, as a more perfect safeguard for their high public duty. Consider the interest of the general public in the sobriety of engineers, conductors, train-despatchers, switch-tenders and others in charge of trains and railways. Such a law, I am informed by managers, would be gladly received by them. The experiment has been tried in other states, as in Michigan, for example, and is reported as working admirably. A proper regard for the safety of our people, and a due respect for the advanced morale of the service would fully justify such a law.

TAXATION OF RAILWAY LANDS.

The test suits which were brought in the Hennepin County Court against the St. Paul and Sioux City, and St. Paul and Chicago railroads, in compliance with the request of the Special Legislative Committee, in 1881, were tried by the Attorney-General at the October term in Minneapolis, before Judge Young. At the date of this report going to press, the court has rendered no decision. The points involved present the essential phases of the question of the taxation of this class of railway lands. Whatever the result in this lower court, the case will at once go to the Supreme Court, probably for the April term. It is to be feared, from the evidence submitted, that the people will suffer disappointment in the result. There should have been a provision of law in the original grant of all such lands, limiting the time for which they could have been held exempt. It is held, also, that the Legislature, in the case of the St. Paul and Sioux City road, by special act of Feb. 11, 1881, permitted the company to part with the road and retain the lands. Legislation of this sort seems to be too easily obtained. In the examination of this question reference should be had to the Railroad Commissioner's Report for 1882-3, where all matters pertaining to this subject are more fully presented.

DECISIONS OF OUR STATE COURTS INVOLVING RAILWAY QUESTIONS.

Important current decisions, of the various courts of the State, upon railway questions, will be found in the appendix. The

State against the Northern Pacific Railroad Company is especially interesting, as it involved the principle of the liability of railway companies for taxes upon gross earnings, on leased lines. Another of equal interest is the decision of Judge Brill on the question of the taxation of real estate belonging to a railroad company, but not used for railroad purposes. Should this decision be sustained by the Supreme Court, it will place a large property upon the tax duplicate.

ST. PAUL AND DULUTH RAILROAD.

This line is an important factor in our railway system. Its connection with the great lake waterways, and with the terminal centers of so many lines of railway, at our great commercial cities, so long as it is in independent hands, makes it a powerful agent in regulating tariffs. It has pro rata rates with the Manitoba, Omaha, Milwaukee, and Minneapolis and St. Louis. It is so situated that it cannot make tariffs, of its own, except for local purposes. The majority of its stock, happily, is not in the hands of any of the great lines; nor, for the present, can it be reached or controlled by any of them. Its natural ally is the Manitoba system. As long as it shall be maintained as a common highway to Lake Superior, so long it will serve to regulate our traffic, in its relation to the great waterways. The cities of St. Paul and Minneapolis could never afford to let it fall into the hands of any single line. Such a result would be a misfortune to the business of the whole State, and would necessitate the building of a new line. It is, at present, fairly managed in the interest of the general public.

MINNESOTA TRANSFER RAILWAY COMPANY.

The Minnesota Transfer Railway Company was incorporated March 10, 1883. A transfer business, however, had been previously carried on, beginning in the summer of 1880. The companies doing business under this title are the Manitoba, Northern Pacific, Milwaukee, Omaha, and Minneapolis and St. Louis. All through freight coming over any of the above lines, and destined for another, goes to this general transfer, these companies having an agreement for that purpose. There are about eight miles of trackage at the yard and the place is thoroughly equipped for the purposes intended. Stock yard facilities also form a part of the equipment. Herewith is presented a comparative statement of the freight handled for the last two years;

Comparative statement of the number of pounds of freight handled by the Minnesota Transfer Railway Co., for the years ending June 30, 1883 and 1884:

MONTHS.	POUNDS.	MONTHS.	POUNDS.	INCREASE IN POUNDS.	DECREASE IN POUNDS.
July, 1883.....	135, 150, 052	July, 1883.....	86, 882, 834	.....	48, 267, 218
August, 1882....	108, 207, 601	August, 1883....	74, 083, 129	.....	34, 124, 472
September, 1882	99, 987, 649	Sept., 1883.....	77, 678, 929	.....	22, 308, 720
October, 1882....	103, 330, 578	October, 1883..	110, 482, 085	7, 151, 507	.....
November, 1882	82, 622, 100	Nov'e'ber, 1883	100, 017, 575	17, 395, 475	.....
December, 1882.	61, 808, 707	Dec'e'ber, 1883.	85, 565, 339	23, 756, 632	.....
January, 1883...	52, 517, 771	January, 1884.	76, 441, 313	23, 923, 542	.....
February, 1883..	33, 058, 470	Febru'ry, 1884	94, 666, 179	61, 607, 709	.....
March, 1883.....	90, 834, 189	March, 1884...	126, 666, 229	35, 832, 040	.....
April, 1883.....	136, 388, 593	April, 1884.....	183, 306, 646	46, 918, 053	.....
May, 1883.....	114, 678, 657	May, 1884.....	158, 773, 571	44, 094, 914	.....
June, 1883.....	87, 227, 272	June, 1884.....	130, 164, 600	42, 937, 328	.....
Total	1, 105, 841, 639		1, 304, 728, 429	303, 617, 200	104, 700, 410

Net increase for year ending June 30, 1884, 198, 916, 790.

The following named persons comprise the present officers of the corporation:

President.....E. W. Winter.
 Vice President.....A. Manvel.
 Treasurer.....H. P. Upham.
 Secretary.....A. H. Bode.
 Superintendent.....D. M. Sullivan.

NATIONAL JURISDICTION.

Bills looking to the regulation of interstate railway commerce, by the establishment of a National Board of Commissioners, have so frequently been reported in each branch of Congress, it would appear that the idea of some national control of railways is growing in the country. Questions of disputed jurisdiction constantly arise between contiguous states. To secure uniform methods of service, management, accountability and complete jurisdiction, a national commission of three or five persons might be established, with advantage to the general interests, but such

a commission should be restricted in its powers and jurisdiction. No such single board could serve so vast and varied a field as the whole of the United States. Such a board wisely restricted might co-operate with state boards in such a manner as to benefit and simplify railway control. The analogy which runs between the state and the general government, in the sphere of their authority, might be maintained between the state and national commissions. If such a national commission were established, it should rely mainly upon equity and the force of public opinion, to give strength and effect to its decisions.

The indications are that national legislation will not much longer be deferred, and with definite limitations as to its powers and detail of duties, it would, perhaps, mark an advance in the better and larger supervision of the service.

COMPLAINTS.

More than the usual number of complaints against the railroads have reached this office during the current year. Many business men have informed us, that while they complain of wrongs and grievances, more or less serious, they have felt a delicacy in filing a public complaint against the company, on various grounds. Men in regular business fear to incur the enmity of the roads. They therefore content themselves with calling the attention of this office to such matters. Aside from these general verbal statements of grievances, about fifty formal complaints have been received this year. Most of them have been adjusted by the several companies, on a presentation of the case by the Commissioner, who here desires to say, that in all lesser matters, where no controlling question is involved, railway management has always met him in a friendly spirit, and promptly adjusted the grievance.

In fact, the public find in this office a simple, cheap and effective method for adjusting differences and correcting evils, not easily reached by private effort. It has been thought best not to cumber the report with the details of these minor affairs, Most all of the average wrongs which persons in our State receive at the hands of the railways, can be easily redressed by being brought to this office. In the larger matters, involving questions of a controlling character, such as free shipping, discriminations, excessive rates, and such like matters, nothing short of additional legislation will secure the public against the disposition of the roads to do as they please.

Some of the more serious complaints have been, as heretofore, in the matter of the free shipping of grain. Continued inquiries have been made whether there has been any change on the part of railway management as to the conditions precedent to shipping. (See Manitoba circular No. 17, report 1882, page 59.) There being no change, parties have been compelled to protest and submit.

Perhaps the case of J. H. Rhodes, of Little Falls, will as well illustrate this class of cases as any other. The complaint in substance recited, that the local railroad agent at Little Falls, acting under the authority of J. T. Odell, general superintendent of the N. P., refused the said Rhodes cars in which to ship wheat from his flat warehouse, on the alleged ground that he must ship through the elevator owned and operated by Mr. A. J. Sawyer.

After repeated demands were made for cars, as the complaint recites, this matter was brought, by Mr. Rhodes, to this office. Meantime a public meeting was held by the citizens of Little Falls, attended by all its business men, and resolutions were passed condemnatory of the policy of the Northern Pacific Company, in "establishing a monopoly in the person of Mr. Sawyer, giving the said Sawyer entire control of weights, grades and prices of wheat at Little Falls," and earnestly invoking the management for a change of policy and an order for free shipping. A petition to that effect was drawn and signed by every citizen in Little Falls, except the few in the employ of the railway. The case was presented by the Commissioner to Gen. Haupt, but no conclusion was reached. Finally, a change of management was announced, and the case, in due time, was presented to Mr. Oakes, the vice president and general manager. After several conferences, Mr. Oakes, on the nineteenth of December, definitely refused the application of Mr. Rhodes, and finally settled the policy of the road, taking the identical position of the Manitoba management, which position the Northern Pacific has since held.

This office informed Mr. Rhodes of the result on the twentieth of December last, and of its inability to give him the redress to which he was clearly entitled.

Since that time Mr. Rhodes has brought four suits against the N. P. R. R. Co., all of them in the justice's court, and in each case he obtained judgment for the amount demanded. These cases have been carried, by the company, to the district court, and dilatory motions for new trials have delayed action. They

will be carried to the Supreme Court, as Mr. Rhodes purposes to pursue the matter to a final decision. Of the result of the controversy there can be no doubt.

That individuals should be compelled to seek redress at the hands of the courts, to compel a railway company to perform its most obvious duties as a common carrier, is unjust and oppressive.

Complainants naturally shrink from a long and expensive contest with a powerful company. Besides, they fear to incur the enmity of the roads by so doing.

This is one of a large class of cases, and one which illustrates all the points in the matter involved. It is substantially the same as that of W. S. Wells, as given to the legislature in the Commissioner's report for 1882, page 54. It was necessary to introduce it here as defining the policy of the Northern Pacific Company upon the questions presented.

Definite complaints have been made from non-competing points, on a given line, of greater rates proportionally than from competing points. This species of complaint is pretty general in character, and many examples might be given. The power to favor and build up one station or town, at the expense of many others, is a matter of palpable injustice, and no corporation should possess such power. All the people of the State should share equally, so far as conditions of location and other reasonable matters to be considered will permit, in the advantages of railway carriage.

A very general complaint has been uniformly made to this office in reference to grain rates since the last crop has been in process of movement. The allegation is that the rate is all the articles will bear, and still be shipped, without any reference to the very great reduction in the price of the commodity. This matter is elsewhere more fully considered. The feeling is universal that the grain rates, all things considered, are too high. This belief is fully shared by the Commissioner. More is being charged than grain will bear, and the roads are able, and should cheerfully grant relief.

BETTERMENTS OF THE YEAR.

CHICAGO AND NORTHWESTERN.

The betterments of the Chicago and Northwestern Railway during the year make a marked exhibit.

Steel Rail Track.

The amount of steel track in use on the 31st of May, 1884, on all the lines, was 3,113.96 miles, being $82\frac{7}{10}\%$ per cent of the whole road at that date. There was an increase of $22\frac{4}{10}\%$ miles on Wisconsin Division, $40\frac{3}{10}\%$ miles on the Galena, $65\frac{6}{10}\%$ miles on the Iowa, $10\frac{5}{10}\%$ miles on the Northern Iowa, $8\frac{1}{10}\%$ on the Madison, $29\frac{1}{10}\%$ miles on the Peninsula, $27\frac{4}{10}\%$ miles on the Winona and St. Peter, and $126\frac{2}{10}\%$ miles on the Dakota Central Division. Increase of steel track during the year, $330\frac{7}{10}\%$ miles.

Equipment.

The amount of rolling stock owned by the company on the 31st of May, 1884, was 20,984 cars of all descriptions and 639 engines; the large number of 61 engines and 2,077 cars were added during the year to equip the new lines, and meet the requirements of the enlarged and constantly increasing traffic.

The additions and changes of equipment were as follows: 1,525 box, 487 live stock, 38 caboose, 2 pile driving and working cars, 1 paymaster's, 5 mail, 14 baggage and express, 3 dining and 3 passenger cars added, and a decrease of 1 platform car. One engine was acquired in purchase of the Sycamore Branch, and one was built and charged to operating expenses in place of a narrow gauge engine sold; 1 engine, 1 passenger car, 2 caboose, 13 stock and 1 platform car of narrow gauge pattern, acquired with the old narrow gauge roads, were sold during the year.

In shop renewals, 17 first class passenger cars, 2 baggage cars, 135 box, 35 live stock, 191 platform, 6 caboose, 58 ore cars and 15 ditching cars were rebuilt; and 9 locomotives rebuilt and renewed; 13,350 car wheels, 4,224 new tender and truck wheels,

1,633 car axles, 777 truck and tender axles, 53 driving axles, 46 driving wheels, 162 steel tires, 43 new fire boxes, 51 locomotive cylinders, 7 tender frames, 26 cabs, 157 smoke stacks, 67 headlights and other large items of maintenance were charged to operating expenses.

Improvements and permanent works on Winona and Saint Peter Division.—At Winona, where the shops and engine house were burned, a new machine shop, 96 by 222 feet, with transfer table, was completed, the coal house enlarged, and at the town station, a freight house of brick was erected—size 40 by 240 feet. The passenger station was rebuilt at Minnesota City, and a new passenger house was put up at Smith's Mills; a freight house was erected at Kasota Junction for transfer business with the Chicago, St. Paul, Minneapolis & Omaha Railway Company. Extensive improvements were made at Tracy, where a large engine house of thirty stalls, a machine shop, 80 by 200 feet, two coal houses, 20 by 300 feet, and a pipe line to Lake Siegel for water supply were constructed. At Rochester the engine house was rebuilt to replace building destroyed by the cyclone at that point, and a coal house was put up at Watertown. The bridging in this division was permanently improved by the following work: No. 31, pile bridge, 109 feet in length, was replaced by a 32 feet arch; truss bridge, No. 66, was renewed with an iron span, 72 feet long, laid on stone abutments; trestle bridge, No. 75, of 157 feet, was replaced by an arch structure of 32 feet span; bridge No. 93, near Rochester, with two spans, 113½ feet each, of Howe truss pattern, was replaced with two iron spans of 111½ feet each, and the stone foundations improved; trestle bridge, No. 418, of 332 feet, was also rebuilt.

Renewals and Repairs of Track.

	Quantity.	Amount.
New steel rails, costing in track	19,989 ¹⁴⁸ / ₂₂₄₀ Tons.	\$849,214 29
Equal to miles of main and side tracks,	202 ⁵¹¹ / ₂₂₄₀ Miles.	.....
Rerolled iron, costing in track.....	51 ¹⁸⁹ / ₂₂₄₀ Tons.	218 74
Equal to.....	5 ¹¹⁹ / ₂₂₄₀ Miles.	.....
Relaid rails, costing in track.....	5,946 ⁸²² / ₂₂₄₀ Tons.	190,795 47
Equal to.....	63 ¹⁵⁹ / ₂₂₄₀ Miles.	.....
Total miles of iron and steel rails laid.....	265 ¹⁵⁹ / ₂₂₄₀ Miles.	.....
Iron and steel rails repaired at rail mills,	42,096 Rails.	.....
Cost of repairs at rail mills.....	.....	9,149 37
Total number of new track, switch and bridge ties, costing in track.....	1,072,465 Ties.	520,326 08
Average cost.....	34.29 Cents.	.....
Average cost in track.....	48.52 Cents.	.....
Equal to.....	383 ² / ₁₀₀ Miles.	.....
Cost of raising track to grade, and for bal- lasting on the several lines.....	.....	207,844 09
Cost of deepening and widening ditches....	.....	87,660 60
Standard splice bars and bottom plates.....	26,505 Number.	8,928 32
Angle splice bars.....	179,793 Number.	45,847 43
Spikes.....	5,963 Kegs.	30,779 41
Bolts.....	2,630 Kegs.	15,845 24
Nut locks.....	458,363 Number.	9,246 67
Switches.....	229 Number.	5,779 12
Total.....	.....	\$1,981,634 83

Renewals of Fences, Road Crossings and Signs.

	Quantity.	Cost.
Posts.....	122,587 Posts.	\$8,680 73
Nails and spikes.....	837 Kegs.	2,621 14
Crossing plank.....	983,344 Feet.	14,746 37
Fencing.....	973,595 Feet.	9,603 40
Barbed wire fencing.....	.....	29,303 29
Total.....	.....	\$64,954 93

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.

The Omaha Company has made decided improvements and betterments during the year, and generally speaking, is in a very healthy condition. The business of the company the past year has increased 11¹⁴/₁₀₀ per cent. This company has expended with-

in the year for construction, improvement and betterments, \$2,573,534.45. We herewith furnish some of the more important items which enter into this account:

Construction and Renewal.

The second track between St. Paul and Stillwater Junction was completed, $6\frac{22}{100}$ miles having been graded and laid with sixty-five-pound steel rail during the year last past. Irregularities of the old grade were at the same time corrected, and tracks thoroughly ballasted. The Eastern and Northern Divisions have been improved by the expenditure of \$37,063.80, and the St. Paul & Sioux City and Nebraska Divisions of \$42,451.52, in ballasting and widening and deepening ditches, all of which has been charged to operating expenses. Upon the Eastern Division there were laid $26\frac{22}{100}$ miles of new sixty-five pound and $16\frac{54}{100}$ miles of new sixty-pound steel rails in main track, replacing steel of lighter weight, which was used in other lines and for side tracks. Additional side and yard tracks were constructed on this division aggregating $5\frac{15}{100}$ miles, and $3\frac{35}{100}$ miles of siding were renewed. Upon that portion of the Northern Division in operation at the beginning of the year $5\frac{53}{100}$ miles of new side and yard tracks were constructed. On the St. Paul & Sioux City Division $6\frac{57}{100}$ miles, and on the Nebraska Division $1\frac{54}{100}$ miles, making a total of $18\frac{72}{100}$ miles for the system, costing \$139,026.11. A central transfer station for the Northern Division has been established at Spooner, $1\frac{2}{100}$ miles north of the intersection of the lines from St. Paul and Eau Claire, and about midway between those points and Lake Superior. A large yard has been graded, tracks laid and buildings erected, including a coal shed of 3,000 tons capacity, and an eight-stall engine house. The company owns 160 acres of land at this place, and liberal reservation has been made for future wants.

New Equipment.

Equipment has been increased during the year by the purchase of 16 locomotives, 2 dining cars, 9 first-class passenger cars, 4 baggage, express and combination cars, 2 caboose cars and 200 coal cars.

Telegraph.

The following additions and improvements to telegraph lines have been made under the contract with the Western Union Telegraph Company:

Five new wires have been strung between St. Paul and Elroy; also a wire for the exclusive use of the railway, connecting the shops at St. Paul with St. Paul and Minneapolis—16½ miles. The old line between Menomonie Junction and Elroy, a distance of 132 miles, has been thoroughly rebuilt. Upon the Northern Division a second wire was strung between North Wisconsin Junction and Mason, and a two-wire line built between Mason and Bayfield, with a loop to Ashland, completing a double wire line for the Northern Division, the older portion of which was put in first-class condition. A single wire line between Eau Claire and Spooner was also completed. Upon the St. Paul and Sioux City Division a line was built between Sioux Falls and Salem—39½ miles. On the Nebraska Division a single wire line was erected between Wakefield and Hartington—33¾ miles, and the material for the stringing of a second wire between Sioux City and Omaha provided. This company now has 1,035 miles of telegraph line in excellent working order. A small expenditure will place the lines on the Nebraska Division in equally good condition.

Bridges.

Eastern Division—The iron bridge across Lake St. Croix at Hudson was completed early in the year. Seventy-two pile and trestle bridges aggregating 1,241 lineal feet were renewed. Six new pile bridges aggregating 151 lineal feet were built to provide waterway.

Northern Division—Twenty-two pile and trestle bridges were renewed, and 6 new ones built; aggregate length, 378 feet.

St. Paul and Sioux City Division—Sixty-five pile and trestle bridges renewed; aggregate length 2,446 feet, and twelve stone culverts of various dimensions put in.

Nebraska Division—Fifty-five pile and trestle bridges were entirely rebuilt; aggregate length, 2,628 lineal feet.

New Buildings Erected in Minnesota.

St. Paul—Chestnut St. telegraph office, 16x18; at shops, boiler room, 16x24, oil-house, turn-table.

Hamilton—Depot, 24x64, cottage.

Belle Plaine—Cottage.

Le Sueur—Oil-house.

Mankato—Engine-house to elevator, 16x36.

Lake Crystal—Coal-house, 18x327, oil-house.

St. James—Superintendent's office, 32x50, coal-house, 12x12.

Worthington—Ice-house, 24x30.

Amboy—Car-house, 10x12.

Elmore—Ice-house, 24x50.

Stillwater Junction—Cottage.

Stillwater—Engine-house—two stalls, to replace one burned down ; car repairer's shop.

East St. Paul—Switch-house, sand-house.

Minneapolis—Store and coal-house, oil-room 18x36, telegraph office.

MINNEAPOLIS AND ST. LOUIS.

Twenty miles of steel rail, from Minneapolis to Chaska, have been laid on the line of the Minneapolis & St. Louis Railway the past year. For real estate, additional buildings and for construction \$150,464.13 was expended, and for additional equipment, \$3,964.99.

Fencing has been completed on the entire line, from Minneapolis to Albert Lea. Four bridges, near Jordan and New Prague, have been replaced with iron lattice girder bridges, which are solid and substantial. Three similar ones will be added during the winter.

NORTHERN PACIFIC.

The Northern Pacific Railroad Company has done very much in the past year in the general betterment of its system. The track of the St. Paul & Northern Pacific has been completed between Sauk Rapids and Minneapolis, and the trains were running over that line July 1, 1884. This terminates the contract between the Manitoba and the Northern Pacific for the joint use of track between the points mentioned. Beyond this, there have been no special improvements of this line in this State during the year. Our interest is so great, however, in all that pertains to this transcontinental line, which has its eastern termini in our State, that we deem it important to present what it has done in the way of construction west of us. The following summary is compiled from the company's annual report for 1884, and covers all points of interest to the people of this State :

Branch Roads.

The Northern Pacific, Fergus & Black Hills Railroad was completed to Milnor, $2\frac{2}{10}$ miles, August 22, 1883, making the total length of this road $117\frac{10}{10}$ miles.

The Fargo & Southwestern Railroad was completed to La Moure July 30, 1883, making total length $87\frac{4}{10}$ miles.

The Sanborn, Cooperstown & Turtle Mountain Railroad was completed to Cooperstown September 22, 1883, and is $36\frac{1}{2}$ miles long.

The Jamestown & Northern Railroad was completed to New Rockford, November 8, 1883, $64\frac{1}{10}$ miles from Jamestown, leaving $25\frac{3}{10}$ miles to complete to Minnewaukan, at the west end of Devils Lake, which it is expected will be done during the present year. The Sykeston Branch of this road was completed to Sykeston, September 22, 1883, $12\frac{2}{10}$ miles.

The Helena & Jefferson County Railroad, starting from the main line $4\frac{2}{10}$ miles east of Helena and running to Wickes, $20\frac{1}{10}$ miles, was completed December 18, 1883.

The Rocky Mountain Railroad of Montana (National Park Branch), from Livingston on the main line to Cinnabar, $51\frac{7}{10}$ miles, was completed September 22, 1883.

These branch roads with the Little Falls & Dakota, from Little Falls to Morris, $87\frac{25}{100}$ miles, constitute the system of branches constructed under contracts by virtue of which the roads are operated in the interest of the Northern Pacific Railroad Company, and in which this company agrees that, after the expiration of two years from the completion of each section of the branch roads, the net earnings thereof shall amount in each year to enough to pay the interest on the bonds issued for construction, and the sinking fund charges as they shall become payable, until the bonds are paid.

The capital stock of each branch company is deposited in trust until the bonds of that company shall be paid, when its entire stock becomes the absolute property of this company, free from any charge whatever; and meantime this company has the sole power of voting and receiving dividends thereon.

When the Jamestown & Northern Railroad shall be completed to Minnewaukan, the total length of this system of roads will be $502\frac{25}{100}$ miles and the annual interest on the bonds for which the Northern Pacific Railroad Company shall be liable, two years after the completion of the last section of the branches, will be

\$603,540; and when the full amount of the sinking fund charges become payable, the total annual liability of the Northern Pacific Railroad Company will be \$704,130.

The amount of interest on the bonds of the several branch road companies, and of sinking fund charges, accruing in the year ending June 30, 1885, to meet which payments are to be made by the Northern Pacific Railroad Company, is the sum of \$342,262.50.

It is the opinion of the board that the net earnings of these branch roads and the profits this company will derive from their business, will, at all times, be much more than enough to meet the above named liabilities, and that in fact the branch roads themselves will soon be self-sustaining, and the earnings sufficient to meet all their operating and other expenses and fixed charges.

The track of the St. Paul & Northern Pacific Railway has been completed between Sauk Rapids and Minneapolis and the trains of this company commenced running over that road to Minneapolis, July 1, 1884. Between Minneapolis and St. Paul, the track of the St. Paul, Minneapolis & Manitoba R. R. is used under a contract continuing to July 1, 1909. The lease provides that the St. Paul & Northern Pacific Company shall furnish all facilities between Brainerd and St. Paul that the Northern Pacific Company may require, including the extension of the road from Minneapolis to St. Paul.

The Northern Pacific Company pays the St. Paul & Northern Pacific Company for the use of their property a net rental quarterly, equal to forty per cent of the gross earnings on the St. Paul & Northern Pacific road, which is guaranteed by the Northern Pacific Company shall never be less than the interest upon the entire issue of St. Paul & Northern Pacific bonds. Of these bonds there have been issued up to June 30, 1884, \$5,000,000.

The Northern Pacific Company owns a little more than one-half of the stock of the St. Paul & Northern Pacific Company, and will receive its share of the rent paid by the Northern Pacific Company, over what is required to pay interest on the bonds.

The depot grounds in Minneapolis are most conveniently located, and afford the very best facilities for doing the large and increasing business of that rapidly growing city.

Ample terminal grounds have also been acquired in St. Paul at reasonable cost, securing the company against the necessity of future large expenditures for land to meet the growing requirements at the St. Paul terminus.

When it is considered that the two cities, St. Paul and Minneapolis, are each increasing in population at the rate of twenty per cent annually, the wisdom of thus early providing for the future wants of the company in those cities will fully appear.

There has been expended by the Northern Pacific Terminal Company of Oregon, for lands on both sides of the Willamette River at Portland, and improvements thereon, \$2,226,237.11.

The length of road owned by this company at the end of the fiscal year is as follows:

	MILES.
Duluth to N. P. Junction (owned in common with St. Paul & Duluth R. R. Co.).....	23.2
N. P. Junction to Wallula Junction.....	1,650.5
N. P. Junction to Superior City.....	23.5
Superior City to east end of track.....	26.5
Portland to south bank of Columbia River, opposite Kalama.....	36.3
Kalama to Tacoma.....	105.1

Cascade Branch.

Tacoma to South Prairie.....	25.0
From Columbia River up Yakima Valley	25.0
Main Line and Cascade Branch	1,915.1
From Puyallup Junction (10 $\frac{1}{2}$ miles east of Tacoma), to Stuck Junction (the Junction with Puget Sound Shore R. R.).....	6.93
From South Prairie to Carbonado and Wilkeson and South Prairie Coal Fields.....	8.7
Whole length of road owned by Northern Pacific R. R. Co.....	1,930.73

Leased.

St. Paul & Northern Pacific Railway, Brainerd to Minneapolis.....	127.1
Trackage, Minneapolis to St. Paul (St. P., M. & M. R'y).....	11.36
	2,069.19

Branch Roads.

Little Falls & Dakota R. R.....	87.85
Northern Pacific, Fergus & Black Hills R. R.....	117.10
Fargo & Southwestern R. R.....	87.40
Sanborn, Cooperstown & Turtle Mt. R. R.....	36.50
Jamestown & Northern R. R.....	64.10
Sykeston Branch.....	12.90
Rocky Mountain R. R. of Montana.....	51.70
Helena & Jefferson County R. R.....	20.10
	477.65
Total length of road owned and leased at the end of the fiscal year.....	2,546.84

The sections of road from Portland to a point on Columbia River opposite Kalama, $36\frac{3}{10}$ miles, and from Columbia River up Yakima Valley 25 miles, and from Superior City to the east end of track, $26\frac{5}{10}$ miles, have not been operated.

Construction is progressing on the Wisconsin Division between the east end of the track and Ashland, 36 miles, and on the Cascade Division from the west end of the track in the Yakima Valley to Yakima City, 57 miles.

Until the most careful examination of the several passes of the Cascade Range had been made, it was thought not desirable to file in the Interior Department the map of definite location of that part of the Cascade Division from Tacoma eastward, although the road was completed from Tacoma to Wilkeson in November, 1877; because the precise point at which the second section would commence could not be determined, until the best mountain pass had been found.

The search for this pass has been one of great difficulty, requiring the highest skill and perseverance. That known as the "Stampede," about midway between Natches and Snoqualmie Passes, has been adopted by the company as the place for crossing the range.

This selection determined the point of connection with the first section east from Tacoma, and the map of definite line of location from Tacoma to South Prairie was filed in the Interior Department, and the commissioners appointed by the President of the United States to examine this section have recommended its acceptance.

The line of definite location from South Prairie, 25 miles, to a point in the canyon of the Green River, has been adopted and the grading has been let; and on the east side of the Cascade Range, from Yakima City to a point 125 miles west of Columbia River, the line of definite location has been adopted.

Surveys are in progress for the definite location of the rest of the line across the summit of the Cascade Mountains, a distance of about 74½ miles. A tunnel two miles long will be required. The highest elevation of the tunnel above sea level will be 2,885 feet. The summit of the pass is 3,693 feet above the sea. The mountain is supposed to be hard basaltic rock and the construction of the tunnel may require from two to three years.

STATEMENT OF EXPENDITURES FOR EQUIPMENT.

NEW EQUIPMENT.

182 Locomotives.....	\$2,291,761	58
40 First-class Passenger Coaches.....	258,810	28
24 Second-class Passenger Coaches.....	126,770	50
14 Dining Cars.....	195,974	88
12 Express Cars.....	38,260	17
20 Baggage Cars.....	63,941	82
20 Mail and Express Cars.....	68,981	37
30 Emigrant Sleeping Cars.....	145,547	89
1 Pay Car.....	11,640	33
2,459 Box Cars.....	1,346,143	56
189 Flat Cars.....	130,471	65
304 Stock Cars.....	169,902	80
401 Coal Cars.....	174,468	62
15 Refrigerator Cars.....	19,067	13
50 Beer Cars, and altering 50 Box Cars.....	29,185	68
Equipping 600 Express Freight Cars.....	40,709	42
32 Caboose Cars	40,310	07
1 Powder Car.....	500	00
5 Tool Cars.....	7,762	68
6 Pile Drivers and 1 Pile Driver Engine....	16,787	14
1 Derrick Car.....	2,049	20
153 Hand Cars.....	9,045	41
89 Push Cars.....	2,296	31
36 Snow Plows and 5 Flangers.....	10,704	07
1 Ballast Unloader.....	500	00
1 Steam Shovel.....	7,250	00
1 Derrick and Engine.....	500	00
Speed recorders, patent appliances, royalties, etc.	18,797	44
Kalama Transfer Boat.....	\$347,388	08
Steamer Katie Hallett	36,375	71
	<u>\$383,763</u>	<u>79</u>
Steamer Batchelor sold	17,231	30
	<u>366,532</u>	<u>49</u>
Total Equipment.....	\$5,594,672	49

DETAILS OF IMPROVEMENTS AND BETTERMENTS.

Bridges	\$15,066	40
Ballasting, Widening Cuts and Reducing Grades...	172,330	59
Filling and Improving Yards.....	57,906	54
Dikes (Missouri & Yellowstone)	19,688	84
Incline, Ainsworth.....	1,521	41
Side Tracks.....	163,593	82
Fences.....	25,076	69
Snow Sheds.....	614	59

Engineering, Miscellaneous.....	600	83	
Telegraph, Signals, etc	16,404	96	
Coal Bunker, Tacoma.....	2,987	05	
Stock Yards.....	5,541	55	
Track Scales.....	4,935	28	
Tree Plantations.....	20,020	80	
Water Supply, Tanks, Etc	38,842	53	
General Office Building.....	36,222	67	
Superintendent's Office, Jamestown	7,604	65	
Station Buildings.....	60,557	62	
Engine Houses and Shops.....	270,546	40	
Fuel Stations.....	8,597	90	
Other Buildings	20,030	69	
Brainerd Hospital.....	39,380	34	
			988,072 15
Less Cost of Steel over Iron Rails....	\$16,460	06	
Credit value of old rails taken out of track, not credited heretofore.....	138,474	15	
			122,014 09
Total Improvements and Betterments.....			\$866,058 06

ST. PAUL, MINNEAPOLIS & MANITOBA.

The following are the most important betterments of this system for the year:

The replacement of iron with steel rails has been continued, and the main lines from St. Paul to the international boundary, on both sides of the Red River, are now fully laid with steel.

Wherever steel has been laid great attention has been given to the condition of the ties, and all unsound ones have been replaced with new oak ties. All frog and switch ties and connections have been renewed to fit the new rails.

The work of reducing grades and improving the alignment has been continued. The work in hand, at date of last report, on the line between Willmar and Breckenridge has been completed, with a reduction in the ruling grade from sixty feet per mile to twenty-nine feet per mile.

In addition to the improvements and renewals above referred to, ballasting with gravel and widening embankments and cuts have been continued to an extent that will result favorably in the future expense of maintenance of track.

The improvement of the line out of St. Paul is now nearly completed, in accordance with the plans originally made.

Depots have been built during the year at the following points:

Parker's, Browerville, Arvilla, Mapes, Lakota, St. Hilaire, Galesburg, Page City and Bridgman.

A new depot at Herman to replace the one destroyed by fire.

At Barnesville, a two-story building, 36x158 feet, used as a hotel and station combined.

At St. Vincent, a passenger depot, a freight depot, and building for United States customs use.

At Devils Lake, passenger depot, 24x80 feet, and freight depot, 24x100 feet.

The erection of several additional stations will be necessary the coming season. There are under construction now station houses at Harwood, Kelso and Cummings, and others will be added as the increasing settlement requires.

Standard frost-proof water stations have been erected at Felton, Neche, Niagara, Mapes, Midway, Devils Lake, Wild Rice River, Buffalo River, and Rush River.

Engine houses have been erected at Neche, Devils Lake, and Eagle Bend.

Additions have been made to the St. Paul shops by the erection of a stone pattern house, and brick sand and pump house.

At Barnesville and Willmar iron turn-tables, with stone foundations, have replaced the wooden tables previously in use.

Stock yards have been built at several points to meet the growing wants in that direction.

ST. PAUL & DULUTH.

The betterments for the year on this line are as follows :

There have been laid ten miles of steel rails at various places, which makes a complete steel rail between St. Paul and Duluth. Retaining walls have been constructed at several points on the St. Louis river. Five miles of side track have been built, and a number of small bridges rebuilt. Four new passenger coaches, one baggage car and nine flat cars have been added to the equipment.

A new depot has been erected at Post's Siding, a St. Paul suburb, in common with the Omaha line. Very important shop facilities have also been added in St. Paul.

Seventeen miles of road, from Rush City to Grantsburg, were completed and added to this road January 24, 1884.

There was also expended in betterments of buildings and for construction account, \$16,346.93.

NEW RAILWAY ENTERPRISES.

The depressed condition of the market has continued to affect railway securities as other properties. This has prevented the building of some roads which had been fully determined upon for the year. Some others, having been begun to preserve investments, have been continued.

The Duluth & Iron Range Railway has been completed from the town of Two Harbors, on Lake Superior, to Tower City, a distance of seventy miles.

The Fargo Southern has been built from Fargo to a junction with the Milwaukee system, at Ortonville. The distance lying within this State is about forty-five miles.

The following represent some of the most important extensions constructed during the year, and those that are likely to be built in the near future:

WISCONSIN, MINNESOTA AND PACIFIC RAILWAY.

This company has completed the extension from Waterville, in Le Sueur County, to Eagle Lake, in Blue Earth County, a distance of eighteen miles. This division of this line was formerly known as the Minnesota Central or Cannon Valley. The line is now open from Red Wing to Eagle Lake. It is the intention of the management, the ensuing year, to continue the extension of this line in a northwesterly direction until it shall form a junction with the Pacific Division of the Minneapolis and St. Louis, at some point at present undetermined. The work on the extension to Eagle Lake has been well constructed. It gives railway facilities to a rich region in Le Sueur and Blue Earth counties. The line from Waterville to Eagle Lake was completed December 1, 1884. On the eleventh of December, in company with the officers of the road, an official examination of the line was made. The extension has been admirably constructed in every particular.

A still more important extension of the same line is that portion which was constructed during the year from Morton, on the Minnesota River, in Renville County, to the State line in Lac qui Parle County, a distance lying within the State limits of eighty-three and one-half miles; thence it has been continued and opened to Watertown, in Dakota, making a total distance

from Minneapolis to the State line of $183\frac{1}{2}$ miles, and to Watertown, $223\frac{3}{10}$ miles. That portion of the line lying between Minneapolis and Morton was formerly known as the Pacific Division of the Minneapolis and St. Louis; now, with the Minnesota Central, consolidated under one management and title, viz., the Wisconsin, Minnesota and Pacific. On the 29th of November the Railroad Commissioner, in company with the officers of the road, made an official inspection of the new extension, from Morton to the State line. A careful inspection of the work proves it to be, in point of construction, the best of the new roads. The uniform elevation of the track, as a protection against snow, is a marked feature of the work. The double width, gradual slope of all of the cuts are for the same purpose. The heaviest grade on the entire line is within fifty feet. A telegraph line has been erected along the whole line, and is owned by the company. The extension from Morton to Watertown is laid with sixty-pound steel rail. The bridges are strongly built, and first-class. It penetrates one of the richest agricultural regions of Minnesota. The counties of Renville, Yellow Medicine and Lac qui Parle are brought into connection with the commercial centres of the State. It will prove a potential factor in serving a splendid division of country, already filled with a substantial and thrifty population. The following are the officers of the company as reorganized: President, Charles F. Hatch; Vice President, J. C. Pierce; Secretary, L. Z. Rogers; Treasurer, M. Auerbach.

MINNESOTA & NORTHWESTERN.

Work is progressing rapidly on another road to St. Paul and Minneapolis from the south. This road—called the Minnesota & Northwestern—is to run from St. Paul south to Mona, Iowa, over the Minnesota line, where it will connect with the Illinois Central; and although it is being built by an independent company there is not much doubt that it will be operated in close connection with, if not directly by, the last named road. Contracts have, we are assured, been completed for cars and locomotives, and the line is to be finished at an early date. Steel rails have been delivered, and the whole line is graded. Bridges will be built, rails laid and the line completed as soon as possible. Cars will be running by midsummer. This is likely to cause the eventual construction of still another competing line—that

which under the incorporated title of Winona, Alma & Northern has here and there broken ground along the east bank of the Mississippi River between Dubuque and St. Paul, a route for the most part picturesque and beautiful in the extreme. It is not difficult to believe that the Chicago, Burlington & Quincy is back of this enterprise.

Officers.

President.....	A. B. Stickney.
Vice President.....	Wm. C. Boyle.
Treasurer.....	C. W. Benson.
Secretary and Solicitor.....	Jno. L. Thompson.

MINNESOTA, ST. CROIX AND WISCONSIN RAILROAD.

Articles of consolidation between the St. Croix & Chippewa Falls Railroad Company, of Wisconsin, and the St. Paul & St. Croix Railroad Company, of Minnesota, have been filed with the Secretary of State, as having been consummated June 28, 1884.

The St. Croix & Chippewa Falls Railroad was incorporated and is being built to run eighty miles from a convenient point on the Chippewa Falls & Western Railway, near the city of Chippewa Falls, on the Chippewa River, in Wisconsin, westerly to the State's west boundary line in the county of St. Croix, to intersect with the St. Paul & St. Croix Railroad, now being constructed from St. Paul Junction, at or near the city of St. Paul, to the eastern boundary of the State.

The St. Paul & St. Croix Railroad was independent, and is being built to run twenty-four miles from St. Paul junction, near Lake Phalen, on the line of the St. Paul & Duluth Railroad, thence easterly to some convenient point on the eastern boundary of Minnesota, in Washington County, to a connection with the St. Croix & Chippewa Falls Railroad.

The two roads are thus consolidated to be managed by one company under the name of the Minnesota, St. Croix and Wisconsin Railroad Company and the principal place of business is to be at Milwaukee, with the general office at St. Paul.

Officers.

President.....	Joseph L. Colby.
Vice President.....	William S. Fitch.
Secretary.....	Howard Morris.
Treasurer.....	Frederick Elcott.

CHICAGO, FREEPORT AND ST. PAUL.

This is a corporation chartered under the laws of Illinois, Wisconsin and Minnesota. The enterprise is credited with being backed by a powerful syndicate of New York capitalists, who are operating in the interest of two great railway corporations. Their avowed intention is the building of a through line from Chicago to St. Paul. Contracts for construction have been completed, which contemplate the commencement of this line early next season. The distance by this proposed route from Chicago to St. Paul is about fifty miles shorter than by any of the present lines; and should it be built, as is alleged, it would be a very important road.

MOORHEAD AND SOUTHWESTERN.

This company has been organized in Minnesota to build a road from Moorhead, in Minnesota, to Redwood Falls, where it will connect with the Minneapolis and St. Louis. It is said that work will be commenced and rushed another season. Place of business, Moorhead, Minn.; capital, \$5,000,000.

RAILROAD COMPANIES ORGANIZED UNDER THE GENERAL LAWS, THAT HAVE FILED ARTICLES IN THE OFFICE OF THE SECRETARY OF STATE SINCE LAST RAILROAD REPORT.

(For older organizations see Railroad Commissioner's Reports for former years.)

UNION RAILWAY STORAGE COMPANY.

Articles Filed October 25, 1883.

Object of corporation: To conduct a forwarding, storage, transferring and commission business in the city of Minneapolis.
Capital, \$25,000.

Corporators: Herbert M. Carpenter, James E. Smith and John S. Homan, all of the city of Minneapolis.

Place of business, Minneapolis, Minn.

AMENDMENT TO ARTICLES OF MINNESOTA & DAKOTA NORTHERN
RAILROAD COMPANY.

Amended Articles Filed Nov. 10, 1883.

Object: To give more powers, etc., by amending original articles 1, 4 and 6, and to incorporate preamble and resolution of Board of Directors of said corporation.

AMENDMENT TO ARTICLES OF MINNEAPOLIS STREET RAILWAY.

Amendment Filed Nov. 21, 1883.

Object of amendment: To change article 4 of said corporation so as to make limit of indebtedness \$1,200,000.

AMENDMENT TO ARTICLES OF INCORPORATION CEDAR RAPIDS,
IOWA FALLS AND NORTHWESTERN RAILWAY COMPANY.

Articles Filed Dec. 27, 1883.

Object of amended articles: To give power to construct and operate connecting lines of railway in the States of Minnesota, Iowa, and the Territory of Dakota, and to increase the capital stock of said company.

Capital, \$18,000,000.

Place of business, Cedar Rapids, Iowa.

ST. PAUL, MINNEAPOLIS AND MINNETONKA RAILWAY COMPANY.

Articles Filed Jan. 9, 1884.

Object of corporation: To survey, construct, locate, own, maintain and operate a line of railway, commencing in the city of St. Paul and running by way of Fort Snelling and Minneapolis to a point on Minnetonka Lake, with a branch line, etc.

Capital, \$250,000.

Corporators: William Ragan, Isham J. Prebles, Silas Overmire, Robert Pierson and John T. James, all of Minneapolis.

Place of business, Minneapolis, Minn.

GRAND FORKS, CROOKSTON AND LAKE SUPERIOR RAILROAD
COMPANY.

Articles Filed January 12, 1884.

Object of corporation: To construct, equip and operate a main line of road from the west bank of the Red River in the county of Polk and State of Minnesota, by the way of the city of Crookston, to Lake Superior, with a branch of said road to commence in range forty-four (44) and run in a southwesterly direction to a point on the west bank of the Red River in Norman County.

Capital, \$2,000,000.

Corporators: J. R. Clements, E. M. Walsh, William Box, Paul C. Sletten and Lewis Berthaume, residing in Crookston, Minn; E. F. Masterson, of East Grand Forks; W. F. Collins, W. H. Brown, J. S. Eshelman and John Zerfoss, Jr., of Grand Forks, Dakota.

Place of business, Crookston, Minnesota.

LANESBORO, ROCHESTER AND ST. PAUL RAILROAD COMPANY.

Articles Filed January 18, 1884.

Object of corporation: To construct, own, operate and maintain a railway with all the necessary appurtenances, from a point on the Iowa State line, in the county of Fillmore, Minnesota, in a northerly direction, by way of Lanesboro and Rochester, to the city of St. Paul.

Capital, \$1,000,000.

Corporators: O. G. Wall, M. Scanlan, S. A. Nelson, R. R. Greer, James Thompson, H. Christopherson, M. P. Bean, E. S. Nelson, C. O. Krogslund, Louis Miller, H. J. Cook, Ole Iverson, Edward Johnson, T. Thompson, D. O'Brien, W. B. Anderson, E. W. Ruth, Dennis Galligan and B. A. Mann, all residing at Lanesboro, Minn.

Place of business, Lanesboro, Minn.

CHICAGO, ST. PAUL AND ST. LOUIS RAILROAD COMPANY.

Articles Filed March 7, 1884.

Object of corporation: To construct, maintain and operate a line of railway commencing at the city of Minneapolis and run-

ning by way of St. Paul to the Wisconsin State line to some point in the county of Washington.

Capital, \$2,000,000.

Corporators: J. S. Cameron, L. O. Goddars, Chicago, Ill.; J. W. Traer, Cedar Rapids, Iowa; A. D. Barnum, Minneapolis, Minn.; and D. H. Ainsworth, Newton, Iowa.

Place of business, St. Paul, Minn.

BRANCH OF CHICAGO, FREEPORT AND ST. PAUL RAILROAD
COMPANY.

Articles Filed March 20, 1884.

Object of articles: The building, maintaining and operating of a branch railroad, beginning at a point upon the main line of this company, at or near the terminus, within or near the city of Minneapolis, thence running easterly through the counties of Hennepin, Ramsey and Washington, a distance of twenty-five miles, to a point on the eastern boundary of Minnesota.

ST. PAUL AND ST. CROIX RAILROAD COMPANY.

Articles Filed April 4, 1884.

Object of corporation: To acquire, construct, maintain, use and operate for hire, railroad lines and track in the counties of Washington and Ramsey, in Minnesota.

Capital, \$480,000.

Corporators: Howard Morris, Milwaukee, Wis.; Henry B. Wenzell, Brigham Bliss, Edwin A. Jaggard and William H. Lightner, of St. Paul, Minn.

Place of business, St. Paul, Minn.

AMENDED ARTICLE, DULUTH NORTH SHORE AND SOUTHWESTERN
RAILROAD COMPANY.

Articles Filed April 16, 1884.

Object of corporation: To construct, maintain, and operate a line of railway running from Duluth northeasterly to the northeast boundary of the State of Minnesota, with one or more branches running to the northeast or southwest of said line.

Capital, \$15,000,000.

Place of business, Duluth, Minn.

MINNEAPOLIS, MILLE LACS & NORTHERN RAILWAY COMPANY.

Articles Filed April 22, 1884.

Object of corporation: To acquire, control, maintain and operate a line of railway extending from the city of Minneapolis to the village of Princeton, thence by Mille Lacs Lake, Leech Lake, Winnebagoishish Lake and Red Lake to the Lake of the Woods, with a branch commencing at some point on said line north of Mille Lacs Lake and running as deemed advisable; also with a branch running from the village of Princeton, via Granite Falls, to Brainerd.

Capital, \$1,500,000.

Corporators: Thomas Lowry, E. M. Wilson, Henry Hill, R. P. Russell, John Baxter, Horace Henry, John B. Walcott and Samuel B. Tibbits, of Minneapolis, and C. H. Chadbourne and Hiram B. Cowles, of Princeton.

Place of business, Minneapolis, Minn.

IOWA & MINNESOTA NORTHERN RAILWAY COMPANY.

Articles Filed April 23, 1884.

Object of corporation: To construct, maintain and operate a line of railway from a point on the southern boundary line of the State of Minnesota, in the county of Jackson, to the northern boundary of said State, with such extensions and branches, east and west from said main line, as may be advisable.

Capital, \$2,500,000.

Corporators: William Crooks, G. W. Cross, Andrew De Graff, James B. Hubbell, of St. Paul, and Hamilton Brown, Harry A. Foster, of Angus, and Philip Brady, of Fort Dodge, Iowa,

Place of business, St. Paul, Minn.

ST. PAUL, BRAINERD & NORTHWESTERN RAILROAD COMPANY.

Articles Filed April 24, 1884.

Object of corporation: To construct, operate and maintain a line of railway commencing at some point in the city of St. Paul and running in a northwesterly direction to Princeton, thence to Brainerd, thence to a point on the Red River, in Polk or Marshall counties, or both.

Capital, \$3,000,000.

Corporators: William E. Seelye, C. B. Sleeper, E. E. Webster, O. H. Havill and F. B. Thompson, all of Brainerd, Minn.

Place of business, Brainerd, Minn.

ST. PAUL, FOUR LAKES & WHITE BEAR RAILWAY COMPANY.

Articles Filed May 21, 1884.

Object of corporation: To construct, maintain and operate a double track railway from St. Paul, by way of Four Lakes, to connect with a railroad running from White Bear Lake, with a branch to extend from Four Lakes and connect with a railroad running from St. Paul to Hudson.

Capital, \$1,000,000.

Corporators: T. M. Metcalf, A. B. Stickney, C. N. Bell, J. C. Green and E. P. Bassford, all of St. Paul, Minnesota.

Place of business, St. Paul, Minn.

DULUTH & MANITOBA RAILWAY COMPANY.

Articles Filed June 3, 1884.

Object of corporation: To construct, maintain and operate a main line of railway from some point in Minnesota, in Becker County, on the Northern Pacific Railroad, and extending north-erly by the way of Red Lake Falls to some point on the northern boundary line of said State, and to build and maintain such branch lines as deemed advisable.

Capital, \$2,000,000.

Corporators: Hugh Thompson, Ernest Buse, Paul C. Sletten, Charles Langevin, James B. Holmes, all of Minnesota.

Place of business, St. Paul, Minn.

MINNEAPOLIS, MINNEHAHA & FORT SNELLING RAILWAY COMPANY.

Articles Filed June 30, 1884.

Object of corporation: To build, operate and maintain railway, telegraph and telephone lines, and all appurtenances thereto, from some point in the city limits of Minneapolis to, at or near Fort Snelling.

Capital, \$500,000.

Corporators: William McCrory, Judson N. Cross, Samuel E. Miller, Frank H. Carlton and Thomas J. James, all of the city of Minneapolis and State of Minnesota.

Place of business, Minneapolis, Minn.

RAMSEY COUNTY GRAVITY RAILWAY COMPANY.

Articles Filed July 1, 1884.

Object of corporation: To construct, operate and maintain gravity railways in the city of St. Paul and at White Bear Lake.

Capital, \$9,000.

Corporators: Louis A. Roth, George Crawford, C. F. Muscove, George L. Holt, H. L. Woodburn and A. W. Lebron, all of Minneapolis, Minn.

Place of business, Minneapolis, Minn.

HENNEPIN COUNTY GRAVITY RAILWAY COMPANY.

Articles Filed July 15, 1884.

Object of corporation: To construct, operate, buy and sell, own or lease gravity railways in the county of Hennepin and State of Minnesota.

Capital, \$10,000.

Corporators: Louis A. Roth, Daniel Jones, Geo. E. Whipple, William F. Giddings and Frank C. Nickels, all of the city of Minneapolis and State of Minnesota.

Place of business, Minneapolis, Minn.

MORRIS AND SOUTHWESTERN RAILWAY COMPANY.

Articles Filed Sept. 1, 1884.

Object of corporation: To locate, construct, maintain and operate a railroad to commence at Morris, in Stevens County, Minnesota, and run in a southwesterly direction to some point on the Union Pacific Railroad in Nebraska, near Columbia.

Capital, \$10,000,000.

Corporators: A. J. Sawyer, A. M. Miller, J. C. Hunter and W. W. Spalding of Duluth, Minn.; W. D. Cornish, Crawford Livingston and H. P. Hall of the city of St. Paul, Minn.

Place of business, Duluth, Minn.

MINNEAPOLIS AND PACIFIC RAILWAY COMPANY.

Articles Filed Sept. 4, 1884.

Object of corporation: To acquire, construct, maintain and operate a line of railroad running from the city of Minneapolis, in a northwesterly direction, to some point on the Red River of the North, near Breckenridge.

Capital, \$5,000,000.

Corporators: H. T. Welles, W. D. Washburn, Clinton Morrison, John Martin, Thomas Lowry, J. K. Sidle and J. C. Oswald, all residing in the city of Minneapolis.

Place of business, Minneapolis, Minn.

CONSOLIDATION OF THE ST. CROIX AND CHIPPEWA FALLS AND
THE ST. CROIX AND WISCONSIN RAILROAD COMPANIES.*Articles Filed June 30, 1884.*

Object of consolidation: To unite and extend powers, franchises, etc., of the two companies.

MOORHEAD AND SOUTHWESTERN RAILWAY COMPANY.

Articles Filed September 15, 1884.

Object of corporation: To construct, maintain and operate a line of railroad and telegraph from the city of Moorhead, in Minnesota, in a southerly direction, to some point on or near the south line of the said State.

Capital, \$5,000,000.

Corporators: Frank J. Burnham, P. H. Lamb, F. E. Briggs, John Erickson, W. H. Davy, Andrew Hales, Thomas C. Kurtz, Erick Hanson, R. R. Briggs and W. J. Bodkin, all of the city of Moorhead, Minnesota.

Place of business, Moorhead, Minnesota.

DECORAH, ROCHESTER AND RED RIVER RAILWAY COMPANY.

Articles Filed Oct. 22, 1884.

Object of corporation: To locate construct, operate and maintain a railway, with all necessary branches and appendages, from

Decorah, Iowa, in a northerly and south, east or southeasterly direction; and to such points in Iowa, Minnesota, Wisconsin, Dakota and Illinois, to connect with other railways, as the Board of Directors may direct.

Capital, \$5,000,000.

Corporators: Hiram T. Horton, John W. Booth, Andrew Nelson and E. W. Knowlton, of Minnesota; R. W. Wells, of Dakota; Geo. W. Adams, B. W. Eaton, P. Pollock, J. M. Buck, and R. H. Wales, of Iowa.

Place of business, Decorah, Iowa.

MINNEAPOLIS WESTERN RAILWAY.

Articles Filed October 29, 1884.

Object of corporation: To construct, maintain and operate lines of railway to all the principal manufacturing establishments in the county of Hennepin, or that may hereafter be built in said county, and to have said lines form connections with any and all lines now doing business in said Hennepin County, if so desired.

Capital \$50,000.

Corporators: Willian Pettit, W. F. Cahill, H. H. Holmes, C. A. Pillsbury, C. W. Moore, C. J. Martin, Woodbury Fisk, C. H. Pettit and J. K. Sidle, all of Minneapolis, Minn.

Place of business, Minneapolis, Minn.

TABULATED STATEMENTS

ACCOMPANYING THE REPORT OF THE

RAILROAD COMMISSIONER.

TABLE I.

MILES OF RAILWAY BUILT IN MINNESOTA DURING THE YEARS
1883 AND 1884, WITH PRESENT OWNERS OR COMPANIES
OPERATING.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

	MILES.
1883—From Wabasha to Wisconsin State line.....	1.76

*SAUK CENTER & NORTHERN RAILWAY.

1883—From Browerville to Eagle Bend.....	10.70
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ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY.

1883—From Junction to Halstead.....	33.58
1883—From Crookston to St. Hilaire.....	28.25
1884—From Junction to Red Lake Falls.....	7.00
1884—From Hamline to University Switch.....	3.34

DULUTH & IRON RANGE RAILWAY.

1883—From Two Harbors to a point in Section Six.....	12.00
1884—From a point in Section Six to Vermillion Lake.....	58.00

FARGO SOUTHERN RAILWAY.

1883—Out from Ortonville.....	10.00
1884—Out from Ortonville ten miles to Dakota line.....	35.00

ST. PAUL & NORTHERN PACIFIC RAILWAY (LEASED BY N. P. R. R.).

1883—From Sauk Rapids to Itaska.....	41.16
1884—From Itaska to St. Paul.....	35.00

WISCONSIN, MINNESOTA & PACIFIC RAILWAY (LEASED BY MINNEAPOLIS &
ST. LOUIS RAILWAY).

1884—From Morton to Dakota line.....	83.50
1884—From Waterville to Eagle Lake.....	18.00

ST. PAUL & DULUTH RAILWAY.

1884—From Rush City to Grantsburg.....	17.00
Total for 1883.....	137.45
Total for 1884.....	256.84

*Consolidated with the Manitoba May 1, 1883.

TABLE II.
TONNAGE CARRIED IN MINNESOTA — YEAR ENDING JUNE 30, 1884.

NAME OF ROAD.	Gra n.	Other Agricultural Products	Flour and Meal.	Pro- visions.	Manu- factures.	Animals.	Lumber and other Forest Products.	Metals and Minerals	Stone, Brick, etc.	Coal.	Merchan- dise and Miscella- neous.	Total Number of Tons Carried.
Chicago, Milwaukee & St. Paul.....	409,468	23,970	296,160	2,813	10,543	50,555	107,634	9,124	53,887	1,716	807,342	1,773,212
St. Paul, Minneapolis & Manitoba.....	637,266	17,463	49,578	7,654	25,920	16,651	289,344	16,613	50,135	62,923	145,196	1,318,743
Chicago & Northwestern.....	136,327	10,314	25,291	2,612	7,494	14,379	150,753	91	17,351	1,068	26,658	392,338
Northern Pacific.....	110,216	2,238	18,120	7,492	14,585	44,189	167,552	28,374	21,218	25,001	259,995	698,980
St. Paul & Duluth.....	139,965	10,790	87,363	9,330	9,990	4,176	278,618	2,823	30,245	165,120	55,679	794,039
Minneapolis & St. Louis.....	89,910	5,325	157,990	9,691	17,070	17,847	175,592	50,009	44,020	178,096	113,973	859,523
Chicago, St. Paul, Minneapolis & Omaha	245,127	42,461	253,815	12,683	34,560	54,011	572,216	30,216	130,496	100,468	412,448	1,888,501
Burlington, Cedar Rapids & Northern..	30,822	6,138	189,404	53,112	56,079	9,508	38,313	8,669	19,426	49,821	35,921	447,213
Minneapolis Eastern.....	120,315	1,118	154,570	52	8,775	585	38,296	1,885	6,227	9,568	1,248	343,629
Totals.....	1,919,416	119,817	1,182,291	105,439	184,956	211,901	1,819,308	147,804	373,005	593,781	1,858,460	8,516,178

TABLE III.
PASSENGER TRAFFIC.

NAME OF ROAD.	WHOLE LINE.						IN MINNESOTA.			
	Total number of passengers carried.	Total passenger mileage, or passenger miles carried.	Average distance traveled by each passenger.	Passengers killed.	Passengers injured.	Total killed and injured.	Total number of passengers carried.	Total passenger mileage, or number of passenger miles.	Average distance traveled by each passenger.	
Chicago, Milwaukee & St. Paul.....	4,746,650	230,914,066	.48%	.....	2	2	1,385,536	54,682,633	39½	
St. Paul, Minneapolis & Manitoba.....	1,146,877	53,494,372	46 3-5	1	4	5	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	924,335	58,048,238	62 3-5	1	1	.....	.....	.....	.....
Burlington, Cedar Rapids & Northern.....	585,822	29,737,143	42½	.....	.....	2	77,786	990,407	12½	
Minneapolis & St. Louis.....	297,850	12,977,932	43 3-5	.....	.....	.....	.....	.....	.....
Northern Pacific.....	716,040	115,853,300	161 4-5	.....	.....	.....	342,455	34,330,076	100½	
St. Paul & Duluth.....	294,492	9,381,714	31 4-5	.....	1	1	294,492	9,381,714	31 4-5	
Chicago & North western.....	8,561,529	252,998,005	29½	.....	25	25	.....	.....	.....
Minneapolis, Lyndale & Minnetonka.....	590,797	.....	.....	.....	.....	.....	590,797	.....	.....
Totals.....	17,883,892	768,404,765	42 7-10	2	33	35	.....	.....	.....

TABLE IV.
EARNINGS IN MINNESOTA.

NAME OF ROAD.	Freight.	Passenger.	Miscellaneous.	Total.	Per mile, whole line.	Per train mile.	Ratio of passen- ger to freight earnings.
Chicago, Milwaukee & St. Paul.....	\$3, 136, 960.37	\$1, 497, 776.21	\$303, 046.41	\$4, 937, 772.99	\$4, 671.50	\$1.75	100 to 227
St. Paul, Minneapolis & Manitoba.....	5, 243, 418.71	1, 344, 527.53	422, 646.07	7, 010, 592.31	5, 991.92	2.78	100 to 367
Chicago & Northwestern	1, 488, 552.56	495, 030.89	66, 257.18	2, 049, 840.63	6, 642.62	1.53	100 to 289
Northern Pacific.....	2, 917, 827.19	1, 046, 427.86	224, 336.52	4, 188, 591.57	7, 494.75	2.65	100 to 279
St. Paul & Duluth.....	985, 642.58	298, 135.82	32, 776.41	1, 306, 554.81	5, 369.06	1.63	100 to 341
Minneapolis & St. Louis.....	987, 186.10	338, 703.75	27, 774.16	1, 353, 664.01	4, 038.22	1.11	100 to 302
Chicago, St. Paul, Minneapolis & Omaha.....	1, 640, 844.27	465, 293.07	83, 799.25	2, 209, 876.59	4, 692.74	1.49	100 to 275
Burlington, Cedar Rapids & Northern.....	68, 537.05	21, 024.87	3, 356.25	92, 918.17	3, 978.95	1.21	100 to 324
Minneapolis Eastern.....	34, 519.50	.....	.....	34, 519.50	23, 013.00	1.09	all freight.
Minneapolis, Lyndale & Minnetonka.....	.....	59, 135.64	.....	59, 135.64	2, 956.78	.....	.....
Totals	\$16, 503, 478.33	\$5, 576, 995.64	\$1, 163, 992.25	\$23, 243, 466.22	.....	.....	.....

TABLE V.
OPERATING EXPENSES.

NAME OF ROAD.	Maintenance of Way.	Maintenance of Buildings.	Maintenance of Rolling Stock.	Conducting Transportation.	General Expenses.	Total Expenses.	Minnesota's Proportion of Expenses.	Whole Line per Mile.	Per Train Mile.
Chicago, Milwaukee & St. Paul.....	\$1,974,144.85	\$223,114.71	\$2,499,251.67	\$6,761,381.91	\$1,442,544.30	\$12,900,437.44	\$2,532,514.66	\$2,385.95	\$.90
St. Paul, Minneapolis & Manitoba.....	1,222,372.27	27,249.32	620,00.66	1,547,921.88	417,056.27	3,784,699.40	2,614,791.41	2,710.23	1.26
Chicago & Northwestern.....	3,036,775.86	452,577.86	2,427,084.43	7,413,706.49	925,266.58	14,255,411.22	1,581,015.82	3,817.68	.88
Northern Pacific.....	1,659,835.09	*389,517.31	2,394,218.67	1,757,255.76	521,678.55	6,922,525.38	1,874,082.18	13,353.34	1.19
St. Paul & Duluth.....	198,828.46	13,029.59	150,792.78	426,435.92	51,155.83	840,262.58	836,279.69	3,736.72	1.04
Minneapolis & St. Louis.....	284,697.31	20,602.42	187,011.95	578,878.50	123,193.04	1,194,383.22	956,175.09	3,025.43	1.00
Chicago, St. Paul, Minneapolis & Omaha.....	842,070.58	74,220.01	507,610.15	1,929,813.78	316,602.51	3,670,317.03	1,255,934.04	2,941.01	.93
Burlington, Cedar Rapids & Northern.....	597,248.87	41,033.16	264,896.31	849,565.56	181,143.15	1,933,887.05	70,380.34	2,709.02	.75
Minneapolis Eastern.....	2,095.81	84.54	434.17	14,702.98	2,859.81	20,227.31	20,227.31	13,484.87	.64
Minneapolis, Lyndale & Minnetonka.....	2,454.84	52.99	9,699.93	25,194.73	5,450.55	42,853.04	42,853.04	2,142.65	.....
Totals	\$9,720,543.94	\$1,441,481.91	\$9,061,149.72	\$21,804,877.51	\$3,986,950.59	\$45,515,003.67	\$11,784,253.58	.....	.....

* For maintenance of cars.

† Estimated.

‡ For Minnesota.

TABLE VI.

STATEMENT SHOWING PERCENTAGE OF OPERATING EXPENSES
TO GROSS EARNINGS ON THE VARIOUS ROADS FOR TWELVE
MONTHS ENDING JUNE 30, 1884, AND A COMPARISON WITH
LAST YEAR.

NAME OF ROAD.	1883.	1884.
Chicago, Milwaukee & St. Paul.....	61. per cent.	58.00 per cent.
St. Paul, Minneapolis & Manitoba.....	47.47 per cent.	45.23 per cent.
Chicago & Northwestern.....	56.41 per cent.	57.47 per cent.
Chicago, St. Paul, Minneapolis & Omaha.....	66.80 per cent.	62.67 per cent.
Northern Pacific.....	* 53.03 per cent.	* 44.74 per cent.
St. Paul & Duluth.....	62.71 per cent.	64.24 per cent.
Minneapolis & St. Louis.....	77. per cent.	73.53 per cent.
Burlington, Cedar Rapids & Northern.....	70.47 per cent.	67.98 per cent.
Minneapolis Eastern.....	54.93 per cent.	58.59 per cent.
Minneapolis, Lyndale & Minnetonka	63.36 per cent.	72.40 per cent.
Total average for all lines in Minnesota.....	56.55 per cent.	50.69 per cent.

* For Minnesota.

TABLE VII.

PASSENGER STATISTICS.

AVERAGE RATE PER PASSENGER PER MILE FOR PASSENGERS CARRIED ON RESPECTIVE ROADS FOR ELEVEN YEARS AS FOLLOWS, VIZ.:

NAME OF ROAD.	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Chicago, St. Paul, Minneapolis & Omaha.....	04.21	03.98	03.79	03.49	03.19	02.97	02.78	02.98	02.43	02.45	02.38
Chicago & Northwestern.....	03.16	03.10	03.02	02.85	02.80	02.83	02.79	02.67	02.53	02.52	02.46
Chicago, Milwaukee & St. Paul	03.38	03.35	03.09	03.20	03.21	03.09	02.93	02.84	02.87	02.58	02.52
St. Paul & Pacific.....	04.32	04.03	03.28	04.09	04.27	03.60	No record.	No record.	03.23	02.92	02.99
St. Paul, Minneapolis & Manitoba.....	.....	.....	.....	.....	.....	.....	04.00	03.99	03.91	03.33	03.86
Northern Pacific	03.83	04.40	03.87	03.78	03.57	03.89	04.00	03.99	03.91	02.58	02.67
Minneapolis & St. Louis.....	.....	.....	.....	.....	03.83	03.72	03.26	03.24	02.58	02.50	02.67
St. Paul & Duluth .....	.....	.....	.....	.....	04.20	03.96	03.63	03.67	03.53	03.80	03.07
Burlington, Cedar Rapids & Northern .....	.....	.....	.....	.....	03.43	03.36	03.37	03.19	02.83	02.84	02.32

TABLE VIII.
AVERAGE EARNINGS ON EACH PASSENGER CARRIED ON RESPECTIVE ROADS FOR ELEVEN YEARS.

NAME OF ROAD.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
Chicago, St. Paul, Minneapolis & Omaha.....	\$2.47	\$2.21	\$2.13	\$2.09	\$1.83	\$1.72	\$1.82	\$1.59	\$1.51	\$1.59	\$1.73
Chicago & Northwestern.....	1.41	1.38	1.03	.99	1.02	.99	.97	.94	.93	.76	.77
Chicago, Milwaukee & St. Paul.....	1.93	1.86	1.61	1.66	1.58	1.42	1.46	1.48	1.31	1.31	1.29
St. Paul & Pacific.....				.53	.55	.96	No record.	No record.	1.52	2.19	1.84
St. Paul, Minneapolis & Manitoba.....	.47	.98	.82	.53	.55	.96	No record.	No record.	1.52	2.19	1.84
Northern Pacific.....	2.97	3.64	4.45	4.38	5.08	4.06	3.89	3.40	3.83	3.84	3.89
Minneapolis & St. Louis.....					.65	.89	1.06	1.03	.90	1.07	1.12
St. Paul & Duluth.....					2.16	1.67	1.30	1.13	1.12	1.32	1.13
Burlington, Cedar Rapids & Northern								1.13	.96	1.09	1.19

TABLE IX.
FREIGHT STATISTICS.

AVERAGE RATE PER TON OF FREIGHT PER MILE CARRIED ON RESPECTIVE ROADS FOR ELEVEN YEARS, AS FOLLOWS, VIZ.:

NAME OF ROAD.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
	Centa.	Centa.	Centa.	Centa.	Centa.	Centa.	Centa.	Centa.	Centa.	Centa.	Centa.
Chicago, St. Paul, Minneapolis & Omaha.....	02.50	02.43	02.10	01.20	01.93	01.71	01.46	01.47	01.40	01.26	01.43
Chicago & Northwestern.....	02.35	02.22	02.10	01.95	01.86	01.72	01.56	01.49	01.47	01.47	01.42
Chicago, Milwaukee & St. Paul.....	02.50	02.88	02.10	02.04	02.08	01.80	01.72	01.76	01.70	01.48	01.39
St. Paul & Pacific.....	04.29	04.86	03.83	03.54	record.	No record.	No record.	No record.	02.88	02.51	01.95
St. Paul, Minneapolis & Manitoba.....											
Northern Pacific.....	No record.	No record.	No record.	No record.	03.00	03.00	02.59	02.40	02.16	02.02	02.14
Minneapolis & St. Louis.....					No record.	No record.	No record.	No record.	No record.	00.98	01.26
St. Paul & Duluth.....	"	"	"	"	"	"	"	"	01.72	01.43	01.43
Burlington, Cedar Rapids & Northern.....					03.16	02.71	02.14	01.62	01.65	01.05	01.26

TABLE X.

AVERAGE EARNINGS ON EACH TON OF FREIGHT CARRIED ON RESPECTIVE ROADS FOR ELEVEN YEARS, AS FOLLOWS, VIZ.:

NAME OF ROAD.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
Chicago, St. Paul, Minneapolis & Omaha.....	\$2.98	\$2.93	\$2.65	\$2.60	\$2.57	\$2.32	\$1.98	\$1.78	\$1.97	\$1.78	\$2.19
Chicago & Northwestern.....	2.61	3.02	3.03	2.83	2.64	2.75	2.49	2.31	2.16	2.13	2.15
Chicago, Milwaukee & St. Paul.....	3.60	3.55	3.11	3.17	3.34	2.94	2.67	2.72	2.78	2.73	2.89
St. Paul & Pacific.....	2.40	1.74	2.19	2.56	2.29	No record.	No record.	No record.	4.03	3.54	4.96
St. Paul, Minneapolis & Manitoba.....	No record.	6.42	12.04	8.87	9.20	4.78	4.83	4.93	4.20	4.96	4.95
Northern Pacific.....					0.71	1.13	1.08	1.25	1.37	1.01	1.27
Minneapolis & St. Louis.....					1.78	1.67	1.47	1.87	1.38	1.41	1.25
St. Paul & Duluth.....											
Burlington, Cedar Rapids & Northern.....								1.42	1.29	.94	1.30

TABLE XI.

OTHER THAN OPERATING EXPENSES.

NAME OF ROAD.	Construction.	Additional Equipment.	Taxes.	Interest on Bonds.	Dividends on Preferred Stock.	Per cent.	Dividends on Common Stock.	Sinking Fund.	Leases.	Totals.
Chicago, Milwaukee & St. P. ¹	.....	.....	\$666, 167.65	\$2, 785, 669.00	7	\$1, 157, 868.81	7	\$2, 163, 298.27	.....	\$9, 773, 003.73
St. Paul, Minn. & Manitoba.....	\$1, 873, 172.09	\$21, 220.09	196, 227.10	1, 948, 690.00	.....	.....	8	1, 600, 000.00	.....	5, 640, 306.28
Chicago & Northwestern.....	3, 576, 618.95	1, 710, 069.95	677, 922.50	4, 543, 428.09	8	1, 153, 577.50	7	1, 785, 892.00	\$1, 560, 537.27	15, 091, 046.26
Northern Pacific.....	12, 783, 887.23	5, 594, 672.49	255, 229.36	3, 533, 038.28	.....	.....	.....	.....	412, 400.92	23, 082, 818.20
St. Paul & Duluth.....	11, 346.93	76, 941.05	38, 019.78	80, 000.00	3	175, 413.00	.....	.....	*93, 823.64	450, 544.40
Minneapolis & St. Louis.....	150, 464.13	3, 964.99	52, 568.69	481, 725.00	.....	.....	.....	.....	.....	688, 722.81
Chicago, St. Paul, Minneapolis & Omaha.....	1, 512, 193.20	154, 531.94	214, 896.83	1, 158, 635.64	7	787, 976.00	.....	.....	42, 430.19	3, 870, 663.92
Minneapolis, Lyndale & Minnesota.....	18, 063.11	.....	.....	13, 200.00	.....	3, 042.39	.....	.....	.....	34, 305.50
Minneapolis Eastern.....	13, 733.00	.....	.....	10, 500.00	.....	.....	.....	.....	.....	24, 233.00
Burlington, Cedar Rapids & Northern.....	100, 269.75	9, 245.40	68, 552.31	521, 130.00	.....	.....	.....	.....	.....	699, 197.46
Total.....	\$20, 044, 742.51	\$7, 570, 645.91	\$2, 169, 584.29	\$18, 049, 016.01	.....	\$3, 277, 877.70	.....	\$5, 549, 190.27	\$2, 109, 192.02	\$39, 354, 844.56

* 1,277.35 deducted for exchange credit.

TABLE XII.

STOCK AND DEBT STATEMENT FOR THE YEAR ENDING JUNE 30, 1884, AND COMPARISON WITH THE YEAR 1883.

NAME OF ROAD.	STOCK.				DEBT.				MINNESOTA'S PROPORTION OF STOCK AND DEBT.		
	Common.	Preferred.	Total.	Total Last Year.	Bonds.	Floating Debt.	Total.	Total Last Year.	Total.	Per Mile.	Per Mile Last Year.
Chicago, Mil. & St. P. ...	\$30,904,251.00	\$15,540,983.00	\$47,445,244.00	\$44,445,244.00	\$96,457,000.00	\$161,889.63	\$96,618,889.63	\$91,795,720.29	\$31,744,329.00	\$30,018.00	\$30,182.00
Chicago & Northw'n...	39,402,365.97	22,325,454.56	61,727,820.53	61,633,320.53	80,891,000.00	5,475,461.83	86,366,461.83	82,592,553.27	18,861,073.56	45,543.35	46,770.00
Northern Pacific.....	49,000,000.00	33,807,068.40	88,807,068.40	90,749,463.90	61,635,400.00	11,582,335.46	73,217,735.46	56,336,284.70	*12,651,496.30	.....	.....
St. Paul, Minn. & Man.	20,000,000.00	.....	20,000,000.00	20,000,000.00	31,368,000.00	.....	31,368,000.00	20,791,720.00	*35,820,930.97	36,761.01	.....
St. Paul & Duluth	4,055,407.51	5,036,767.60	9,092,175.11	90,921,175.11	1,000,000.00	.....	1,000,000.00	1,000,000.00	9,092,175.11	48,520.07	48,520.07
Chicago, St. P., M. & O.	19,329,383.34	11,264,233.31	30,593,616.65	29,332,986.64	22,176,970.00	.....	22,176,970.00	20,265,487.50	15,148,511.29	42,706.75	44,747.76
Minneapolis & St. L.....	5,754,100.00	40,000,000.00	9,754,100.00	9,752,000.00	7,318,000.00	1,220,371.00	8,538,371.00	8,822,343.21	16,906,946.31	51,528.09	52,322.09
Burlington, C. R. & N.	6,705,000.00	.....	6,705,000.00	500,000.00	351,150.00	372,483.00	723,633.00	351,150.00	409,390.98	25,693.94	.....
Minneapolis, L. & M....	310,000.00	.....	310,000.00	.....	220,000.00	130,000.00	350,000.00	.....	660,000.00	33,000.00	.....
Minneapolis Eastern...	30,000.00	.....	30,000.00	.....	150,000.00	50,593.00	200,593.00	.....	230,593.06	72,060.33	.....
Totals	175,490,527.82	98,974,506.87	274,465,034.69	265,505,190.13	301,567,520.00	18,993,139.92	320,560,653.92	281,865,258.97	141,525,446.58	.....	.....

* Estimated.

TABLE XIII.

GENERAL EQUIPMENT.

NAME OF ROAD.	Number of Locomotives.						Passenger Cars.		Express and Baggage Cars.	Box, Freight and Stock Cars.	Flat and Coal Cars.	Other Cars.	Total of all Classes of Cars.	Miles Operated by Foreigning Equipment.	Kind of Platform and Coupler Used.	Kind of Brake Used.
	Over 40 Tons.	Over 30 Tons.	Over 20 Tons.	Over 10 Tons.	Total.		1st Class.	2d Class.								
Chicago, Milwaukee & St. Paul.....	65	330	250	13	658			*331	207	15,207	4,119	416	20,280	4,799.35	Miller.	Air Brake.
St. Paul, Minneapolis & Manitoba.....	51	134	16		201		92	27	44	3,153	1,600	232	5,148	1,397.35	"	"
Chicago & Northwestern.....	1	472	168	6	647		263	41	152	13,549	2,654	4,347	21,006	3,779.31	"	"
Northern Pacific.....	196	170	21	4	391		54	96	87	5,700	3,456	1,045	10,438	2,444.10	"	"
St. Paul & Duluth.....	2	30	5		37		9	7	11	754	209	131	1,121	225.00	"	"
Minneapolis & St. Louis.....					69		17		11	1,311	704	145	2,188	420.00	"	"
Chicago, St. Paul, Minneapolis & Omaha.....		143	38		181		57	27	39	3,749	1,473	113	5,453	1,276.56	"	"
Burlington, Cedar Rapids & Northern.....	10	54	22		86		28	77	14	2,528	714	228	3,589	702.48	"	"
Minneapolis Eastern.....			1		1							1	1	1.05		"
Minneapolis, Lyndale & Minnetonka.....			1	4	5		17		1	1	10	12	41	20.00	None.	Eans Vacuum.
Totals.....	325	1,333	522	27	2,276		537	606	566	45,952	14,939	6,670	69,270			

* Includes First Class.

TABLE XIV.

EMPLOYEES.

NAME OF ROAD.	Division and Assistant Superintendents.	Clerks.	Master and Assistant Mechanics.	Conductors.	Engineers, Firemen, Etc.	Brakemen and Baggage-men.	Flagmen, Switch Tenders and Watchmen.	Station Agents.	Section Men.	Laborers.	Other Employees.	Total number employed, whole line.
Chicago, Milwaukee & St. Paul.....	19	712	10	597	783	1,140	628	664	3,712	3,569	7,399	19,233
St. Paul, Minneapolis & Manitoba.....	5	218	8	102	130	222	63	151	1,585	645	1,611	4,740
Chicago & Northwestern.....	10	893	2,942	491	812	956	835	530	3,284	2,963	2,835	16,561
Northern Pacific.....	11	450	1,302	195	390	710	75	190	3,810	210	525	7,968
St. Paul & Duluth.....	1	27	2	30	34	78	4	30	322	.....	472	1,000
Minneapolis & St. Louis.....	Not given	.....	in detail.	.....	.....	.....	.....	.....	.....	.....	.....	1,525
Chicago, St. Paul, Minneapolis & Omaha.....	10	396	316	117	537	297	33	151	2,548	367	985	5,647
Burlington, Cedar Rapids & Northern.....	2	137	1	*206	.....	.....	58	106	671	34	655	1,870
Minneapolis Eastern.....	.....	1	1	.....	3	5	1	.....	3	.....	2	16
Minneapolis, Lyndale & Minnetonka.....	.....	2	3	5	5	2	1	.....	20	.....	15	53
Totals.....	58	2,836	4,585	1,743	2,694	3,410	1,698	1,822	15,935	7,788	14,899	58,513

* Includes engineers and brakeman.

TABLE XV.
CHARACTER OF RAILWAY SERVICE WITH SALARY.

Name of Road.	Employment and Grade.	Per Day.	Per Month.
St. Paul, Minneapolis & M.	Engineers, by mile run.....	\$2.70 to 3.70	
" " "	Firemen.....	1.75 " 2.00	
" " "	Machinists.....	2.65 " 3.00	Foremen \$100
" " "	Blacksmiths.....	2.50 " 3.40	" 110
" " "	Boiler Makers.....	2.80 " 3.00	" 100
" " "	Carpenters.....	2.00 " 3.00	" 95
" " "	Painters.....	2.00 " 3.00	" 85
" " "	Laborers.....	1.50 " 2.25	
" " "	Passenger Conductors.....		100
" " "	Passenger Baggage-men.....		50
" " "	Passenger Brakemen.....		45
" " "	Freight Conductors.....		75
" " "	Freight Brakemen.....		50
" " "	Way Freight Conductors.....		80
" " "	Way Freight Brakemen.....		50
" " "	Operators.....		\$45 to 100
" " "	Clerks.....		45 to 100
Chicago, Milwaukee & St. Paul.	Engineers, by mile run.....	\$2.50 to 3.75	
" " "	Carpenters.....	1.50 to 4.00	
" " "	Passenger Conductors.....		\$85 to 100
" " "	Freight Conductors.....		75
" " "	Brakemen.....		40 to 60
" " "	Baggage-men.....		40 to 60
" " "	Clerks.....		50 to 125
Northern Pacific.	Engineers, by mile run.....	\$2.75 to 3.50	
" " "	Firemen.....	2.00	
" " "	Machinists.....	2.00 to 3.00	
" " "	Blacksmiths.....	2.00 to 3.00	
" " "	Helpers.....	1.75	
" " "	Boilermakers.....	2.00 to 3.00	
" " "	Helpers.....	1.65 to 1.75	
" " "	Carpenters.....	1.50 to 4.00	
" " "	Painters.....	2.25 to 3.00	
" " "	Passenger Conductors.....		\$100
" " "	Mixed Train Conductors.....		85
" " "	Freight Conductors.....		75
" " "	Brakemen.....		\$50 to 55
" " "	Baggage-men.....		60
" " "	Operators.....		75 to 125
" " "	Clerks.....		50 to 100
" " "	Tinsmiths.....	2.00 to 2.85	
" " "	Moulders.....	2.00 to 2.75	
" " "	Coopers.....	1.75	
" " "	Car Inspectors.....	2.00	
" " "	Car Cleaners.....	1.40	
Chicago, St. Paul, Minn. & O.	Engineers, by mile run.....	\$2.50 to 3.70	
" " "	Firemen.....	1.50 to 1.75	
" " "	Machinists.....	2.00 to 3.00	
" " "	Blacksmiths.....	1.75 to 2.75	
" " "	Boiler Makers.....	2.25 to 2.90	
" " "	Carpenters.....	1.75 to 2.25	
" " "	Painters.....	2.00 to 3.00	
" " "	Conductors, Passenger.....		\$80
" " "	Conductors, Mixed.....		83
" " "	Conductors, Freight.....		70
" " "	Baggage-men.....		50
" " "	Freight and Pass. Brakemen ..		45

TABLE XVI.
THE NUMBER KILLED AND INJURED, WHETHER PASSENGERS, EMPLOYEES OR OTHERS, FOR THE
YEAR ENDING JUNE 30, 1884.

CAUSES.	Killed.			Injured.			Total Killed.	Total Injured.	Total killed and Injured.
	PASSENGERS.	EMPLOYEES.	OTHERS.	PASSENGERS.	EMPLOYEES.	OTHERS.			
From being on the track.....	.....	2	20	.....	.....	9	22	9	31
From being on the track deaf.....	.....	.....	8	.....	.....	.....	3	.....	8
From being on the track intoxicated.....	.....	2	8	.....	4	1	10	5	15
Getting on and off moving cars.....	1	5	9	5	8	9	15	22	37
Collisions.....	.....	4	1	.....	5	.....	5	5	10
Derailments.....	.....	.....	1	24	10	2	1	36	37
Coupling cars.....	.....	17	1	.....	90	.....	18	90	108
Falling from train.....	.....	8	2	1	16	.....	10	17	27
At highway crossings.....	.....	.....	3	.....	.....	2	3	2	5
At work about train.....	.....	3	.....	.....	12	.....	3	12	13
Stealing rides.....	.....	.....	1	.....	.....	2	1	2	3
Catching foot in frog.....	.....	3	.....	.....	1	.....	3	1	4
Miscellaneous.....	1	5	5	3	87	4	11	44	55
Total.....	2	49	54	33	183	29	105	245	350

TABLE XVII.

ACCIDENTS TO PERSONS, 1884.

NAME OF ROAD.	KILLED.						INJURED.						TOTAL.		Last year.	TOTAL.
	Passengers.		Employees.		Others.		Passengers.		Employees.		Others.		Killed.	Injured.		
	From causes beyond their own control.	From conduct.	From their own mis-	From causes beyond their own control.	From their own mis-	From conduct.	From causes beyond their own control.	From their own mis-	From conduct.	From causes beyond their own control.	From their own mis-					
Chicago, Milwaukee & St. Paul			2	7	14	2		3	17		11	23	33	22	22	
St. Paul, Minneapolis & Manitoba.....		1		13	12		4	5	34		8	26	51	41	87	
Chicago & Northwestern.....			1	6	4	22	3	3	32		2	11	62	14	35	
Northern Pacific.....				2	12			7	3		3	14	13	18	49	
St. Paul & Duluth.....				3	1		1	7	21		4	4	33	12	26	
Minneapolis & St. Louis.....			1	11	5			11	26			18	37	14	37	
Chicago, St. Paul, Minneapolis & Omaha.....	1			3	5		1	2	10		1	9	14	14	26	
Burlington, Cedar Rapids & Northern									2						1	
Minneapolis Eastern.....															1	1
Minneapolis, Lyndale & Minnetonka															1	
Totals	2		4	45	1	53	24	9	38	145		29	105	245	188	283

TABLE XVIII.
ACCIDENTS TO PERSONS FROM 1874 TO 1884, WITH CAUSES.

YEAR.	PASSENGERS.		PASSENGERS.		EMPLOYEES.		EMPLOYEES.		OTHERS.		OTHERS.		TOTAL.	Total Killed and Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
		From causes beyond their own control.		From their own misconduct or w't of caut'n.		From causes beyond their own control.		From their own misconduct or w't of caut'n.		From causes beyond their own control.		From their own misconduct or w't of caut'n.			
1874.....		2		1	7	20		4	28			3	6	16	57
1875.....		14		4	2	25		2	25			3	8	7	76
1876.....	3	12			12	13		8	40		2	10	7	33	74
1877.....		1				12		5	28		1	8	10	14	52
1878.....					5	7		12	39		1	11	19	29	68
1879.....		3		3		8		6	52		1	12	12	22	78
1880.....	6	1			6	43		15	72		2	19	11	48	127
1881.....	2	24		8	20	70		26	126			23	21	73	249
1882.....		13		5	24	86		51	160		1	39	44	117	315
1883.....	2	10		10	9	68		66	172		1	58	22	138	283
1884.....		24		9	4	38		45	145		1	53	29	105	245
Totals.....	13	107	13	42	89	390		240	887		8	9	239	189	602
															2,226

TABLE XIX.

**THE RAILWAYS OF MINNESOTA, WITH TERMINI AND LENGTHS
IN THE STATE JUNE, 30, 1883, AND ON JUNE 30, 1884.**

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Former Name or Division.	From.	June 30, 1883. To.	Miles.	June 30, 1884. To.	Miles.
River division	Bridge Junction...	St. Paul.....	128.51	St. Paul.....	128.51
River division	St. Paul Junction...	St. Paul.....	8.30	St. Paul.....	8.30
River division	St. Croix Junction...	Stillwater	24.90	Stillwater	24.90
Iowa & Minnesota division...	Iowa line.....	Minneapolis	130.64	Minneapolis ..	130.64
Iowa & Minnesota division...	St. Paul Junction...	St. Paul.....	5.61	St. Paul.....	5.61
Iowa & Minnesota division...	Iowa line.....	Austin.....	11.34	Austin.....	11.34
Iowa & Minnesota division...	Northfield.....	Cannon Junc.....	31.98	Cannon Junc.....	31.98
Hastings & Dakota.....	Hastings.....	Ortonville.....	203.58	Ortonville.....	203.58
Hastings & Dakota.....	Minneapolis.....	Benton.....	28.90	Benton.....	28.90
Wabasha division.....	Wabasha.....	Zumbrota	60.09	Zumbrota	60.09
Wabasha division.....	Wabasha.....	Wisconsin line..	1.76	Wisconsin line..	1.76
Southern Minnesota	Grand Crossing.....	Dakota line.....	299.47	Dakota line	299.47
Central R. R. of Minnesota...	Mankato.....	Wells.....	40.00	Wells.....	40.00
Chicago, Clinton, Dubuque & Minnesota.....	Iowa line.....	La Crescent.....	24.93	La Crescent.....	24.93
Caledonia, Miss. & West'n ..	Caledonia Junc.....	Preston.....	57.52	Preston.....	57.52
			1,057.53		1,057.53

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY.

Former Name or Division.	From.	June 30, 1883. To.	Miles.	June 30, 1884. To.	Miles.
Main line.....	St. Paul.....	International boundary	393.21	Boundary line...	393.21
Main line.....	E. Minneapolis.....	Boundary line...	257.71	Boundary line...	257.71
Branch.....	Crookston	Boundary line...	22.91	Boundary line...	22.91
Branch.....	Morris.....	Browns Valley...	46.68	Browns Valley...	46.68
Branch.....	Wayzata.....	West end Lake Minnetonka	5.93	W. end Lake Minnetonka	5.98
Branch.....	East St. Cloud.....	Sauk Rapids.....	1.94	Sauk Rapids.....	1.94
Branch.....	Minneapolis.....	St. Cloud.....	62.94	St. Cloud.....	62.94
Branch.....	St. Cloud.....	Hinckley	66.51	Hinckley	66.51
Branch.....	Sauk Centre.....	Browerville	25.75	Eagle Bend.....	35.98
Branch.....	Fergus Falls.....	Pelican Rapids..	21.58	Pelican R'pids	21.58
Branch.....	Shirley.....	.....	.....	St. Hilaire	21.61
Branch.....	Moorhead .....	.....	.....	Halstead	34.09
Branch.....	Hamline .....	.....	.....	Univer switch	3.34
			905.16		974.43

CHICAGO & NORTHWESTERN RAILWAY.

Former Name or Division.	From.	June 30, 1883. To.	Miles.	June 30, 1884. To.	Miles.
Winona & St. Peter.....	Winona Junc.....	Dakota line	288.63	Dakota line	288.63
Winona, Mankato & New Ulm	Mankato Junc.....	Mankato	3.75	Mankato	3.75
Plainview.....	Plainview Junc.....	Plainview	15.01	Plainview	15.01
Chatfield.....	Chatfield Junc.....	Chatfield	11.46	Chatfield	11.46
Rochester & North. Minn....	Rochester	Zumbrota	24.48	Zumbrota	24.48
Minnesota Valley.....	Sleepy Eye.....	Redwood Falls..	24.40	Redwood F'ls	24.40
Chicago & Dakota	Tracy.....	Dakota line	46.40	Dakota line	46.40
			414.13		414.13

TABLE XIX—Continued.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY.

Former Name or Division.	From.	June 30, 1883. To.	Miles.	June 30, 1884. To.	Miles.
St. Paul & Sioux City.....	St. Paul.....	St. James.....	121.27	St. James.....	121.27
Sioux City & St. Paul.....	St. James.....	Iowa line.....	66.25	Iowa line.....	66.25
St. Paul, Stillwater & Tay- lor's Falls.....	Lake St. Croix.....	St. Paul.....	19.13	St. Paul.....	19.13
"	Stillwater Junc.....	Stillwater.....	3.80	Stillwater.....	3.80
"	Stillwater.....	Hudson Bridge.....	4.40	Hudson Bridge.....	4.40
Blue Earth branch.....	Lake Crystal.....	Elmore.....	44.00	Elmore.....	44.00
Minn. & Black Hills.....	Heron Lake.....	Woodstock.....	44.00	Woodstock.....	44.00
Worthington & Sioux Falls	Sioux Falls Junc.....	Dakota line.....	42.53	Dakota line.....	42.53
Rock River branch.....	Luverne.....	Iowa line.....	10.56	Iowa line.....	10.56
Leased branch.....	St. Paul.....	Minneapolis.....	10.10	Minneapolis.....	10.10
			366.04		366.04

NORTHERN PACIFIC RAILWAY.

Former Name or Division.	From.	June 30, 1883. To.	Miles.	June 30, 1884. To.	Miles.
Northern Pacific.....	Nor'n Pac. Junc.	Red River.....	227.80	Red River.....	227.80
Northern Pacific.....	Duluth.....	N. P. Junction.....	23.20	N. P. Junction.....	23.20
Northern Pacific.....	Duluth.....	Wis. Line.....	9.07	Wisconsin line.....	9.07
Northern Pacific.....	Sauk Rapids.....	St. Paul.....	75.50	St. Paul.....	75.50
Fergus Falls branch.....	Wadena.....	Red River.....	75.00	State line.....	75.00
Western.....	Sauk Rapids.....	Brainerd.....	60.50	Brainerd.....	60.50
Little Falls & Dakota.....	Little Falls.....	Morris.....	87.80	Morris.....	87.80
			483.37		558.87

ST. PAUL & DULUTH RAILWAY.

Former Name or Division.	From.	June 30, 1883. To.	Miles.	June 30, 1884. To.	Miles.
St Paul & Duluth.....	St. Paul.....	Duluth.....	155.00	Duluth.....	155.00
Stillwater & St. Paul.....	White Bear.....	Stillwater.....	12.50	Stillwater.....	12.50
Knife Falls branch.....	North Pac. Junc.....	Cloquet.....	6.50	Cloquet.....	6.50
Taylor's Falls & L. Superior	Wyoming.....	Taylor's Falls.....	20.30	Taylor's Falls.....	20.30
Minneapolis & Duluth	White Bear Lake	Minneapolis	13.50	Minneapolis	13.50
branch.....	Junction.....	Junction.....	13.50	Junction.....	13.50
Grantsburg branch.....	Rush City.....	Grantsburg.....	17.00	Grantsburg.....	17.00
			207.00		225.00

MINNEAPOLIS & ST. LOUIS RAILWAY.

Former Name or Division.	From.	June 30, 1883. To.	Miles.	June 30, 1884. To.	Miles.
Main line.....	White Bear.....	Iowa line.....	122.00	Iowa line.....	122.00
Pacific Extension.....	Hopkins.....	Morton.....	92.00	Morton.....	92.00
Cannon Valley.....	Waterville.....	Red Wing.....	65.00	Red Wing.....	65.00
			279.00		279.00

TABLE XIX — *Concluded.*

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY.

Former Name or Division.	From.	June 30, 1883. To.	Miles.	June 30, 1884. To.	Miles.
Burlington, C. R. & North'n	Iowa line.....	Albert Lea.....	12.57	Albert Lea.....	12.57
Iowa Falls.....	Holland.....	Worthington	13.41	Worthington.....	13.41
			25.98		25.98

MINNEAPOLIS, LYNDAL & MINNETONKA.

		June 30, 1883.	June 30, 1884.	Miles.
Main Line.....	From.....	Minneapolis to.....	Excelsior	20

NOTE—The mileage of 1883 is a little different in this table this year, owing to the straightening of lines by different companies in 1884.

TABLE XX.
MILES OF RAILWAY IN MINNESOTA, JUNE 30 OF EACH YEAR.

YEAR.	Chicago, Milwaukee & St. Paul.	St. Paul, Minneapolis & Manitoba.	Chicago & North-western.	Chicago, St. Paul, Minneapolis & Omaha.	Northern Pacific.	St. Paul & Duluth.	Minneapolis & St. Louis.	Burlington, Cedar Rapids & Northern.	Minneapolis, Lyndale & Minnetonka.	Total Miles of all Roads for the Year.	Number of Miles Built Each Year.
1862		10.00	29.00							10.00	10.00
1863		27.50	30.00							6.50	46.50
1864	10.00	50.00	66.00							100.00	43.50
1865	72.00	76.00	91.00	22.00						210.00	110.00
1866	101.00	92.00	106.00	47.00						315.00	105.00
1867	164.00	127.00	106.00	67.00						429.00	114.00
1868	207.00	187.00	116.00	80.00		30.00				560.00	131.00
1869	286.00	211.00	142.50	100.00		77.00				768.00	206.00
1870	365.00	283.00	168.75	121.25	50.00	169.00				1,092.50	326.50
1871	464.75	343.50	187.75	156.25	229.50	169.00	40.00			1,500.25	467.75
1872	543.50	415.50	287.75	208.25	234.00	169.00	42.00			1,900.00	349.75
1873	683.25	415.50	292.25	211.25	234.00	169.00	42.00			1,907.25	7.25
1874	683.25	425.50	292.25	211.25	234.00	169.00	42.00			1,947.25	40.00
1875	835.25	425.50	292.25	240.75	234.00	169.00	42.00			1,987.75	29.00
1876	835.25	459.00	292.25	248.75	234.00	169.00	123.50	13.00		2,184.50	211.75
1877	903.50	564.52	367.60	253.13	290.00	169.00	123.50	12.50		2,649.28	390.78
1878	789.03	657.03	413.98	297.13	290.00	175.00	136.50	12.50		2,941.33	382.05
1879	959.19	726.77	413.98	353.58	290.00	195.30	136.50	12.50		3,099.32	197.99
1880	970.69	726.77	413.98	356.70	312.47	195.30	199.00	12.50		3,217.26	117.94
1881	999.08	726.77	413.98	365.60	388.07	195.30	199.00	12.50		3,392.83	115.67
1882	1,025.98	733.50	413.98	366.60	487.83	208.00	279.00	25.98	20.00	3,767.95	435.00
1883	1,057.72	908.74	414.00	366.60	558.87	226.00	279.00	25.98	20.00	3,920.98	153.03
1884	1,057.63	974.43	414.13	366.04							

TABLE XXI.

STATEMENT SHOWING THE NUMBER OF MILES OF RAILROAD CON-
STRUCTED AND IN OPERATION EACH YEAR IN THE UNITED
STATES, FROM 1830 TO THE CLOSE OF 1883, INCLUSIVE:

[Taken from Poor's Manual, 1884.]

YEAR.	Miles in opera- tion.	Annual increase of mileage.	YEAR.	Miles in opera- tion.	Annual increase of mileage.	YEAR.	Miles in opera- tion.	Annual increase of mileage.
1830.....	23	.....	1848.....	5,996	398	1866.....	36,801	1,742
1831.....	95	72	1849.....	7,365	1,369	1867.....	39,250	2,449
1832.....	229	134	1850.....	9,021	1,656	1868.....	42,229	2,979
1833.....	380	151	1851.....	10,982	1,961	1869.....	46,844	4,615
1834.....	633	253	1852.....	12,908	1,926	1870.....	52,914	6,070
1835.....	1,098	465	1853.....	15,360	2,452	1871.....	60,291	7,379
1836.....	1,273	175	1854.....	16,720	1,360	1872.....	66,171	5,878
1837.....	1,497	224	1855.....	18,374	1,654	1873.....	70,268	4,107
1838.....	1,913	416	1856.....	22,016	3,647	1874.....	72,383	2,105
1839.....	2,302	389	1857.....	94,503	2,647	1875.....	74,096	1,712
1840.....	2,818	516	1858.....	26,968	2,465	1876.....	76,808	2,712
1841.....	3,535	717	1859.....	28,789	1,821	1877.....	79,088	2,281
1842.....	4,026	491	1860.....	30,635	1,846	1878.....	81,774	2,687
1843.....	4,185	159	1861.....	31,286	651	1879.....	86,497	4,721
1844.....	4,377	192	1862.....	32,120	834	*1880.....	93,454	7,174
1845.....	4,633	256	1863.....	33,170	1,050	1881.....	103,242	9,789
1846.....	4,930	297	1864.....	33,908	738	1882.....	114,838	11,596
1847.....	5,598	668	1865.....	35,085	1,177	1883.....	121,592	6,753

*Actual number of miles constructed in 1880, 7,174. A readjustment and correction of mileage in that year reduced the total mileage 218 miles. An error in the mileage of Kansas in the last Manual is corrected in this.

TABLE XXII
STATEMENT SHOWING THE MILEAGE, EQUIPMENT, CAPITAL, COST, AND REVENUE OF ALL THE RAILROADS
IN THE UNITED STATES FOR THE YEAR 1883.

[Extracts from Poor's Manual of Railroads for 1884.]

Items.	In the New Eng- land States.	In the Middle States.	In the Southern States.	In the Western States.	In the Pacific States and Terri- tories.	Total United States.
Total line.....miles	6,322.62	17,531.57	18,865.80	70,345.19	7,486.48	120,551.66
Total track.....miles	9,063.36	27,776.22	21,465.64	82,550.57	8,327.02	149,182.81
Steel rail in track.....miles	4,739.48	17,192.82	9,688.57	42,645.57	4,224.48	78,490.92
Engines.....miles	1,819.00	7,351.00	2,514.00	11,418.00	721.00	23,823.00
Passenger cars.....miles	2,328.00	6,403.00	1,544.00	6,920.00	704.00	17,899.00
Baggage, mail and express cars.....miles	727.00	1,547.00	732.00	2,743.00	199.00	5,948.00
Freight cars.....miles	40,212.00	300,587.00	53,427.40	340,079.00	14,356.00	748,661.00
Length of line operated.....miles	6,202.89	15,974.23	15,589.63	63,897.46	5,274.28	106,938.49
Passenger train service.....miles	20,006.301	54,986.944	18,987.166	88,743.237	5,179.599	187,903.217
Freight train service.....miles	18,316.034	105,943.051	36,265.344	180,984.300	8,599.526	350,108.255
Passengers carried.....number	72,377,556	126,735,899	14,077,866	87,614,694	11,870,626	312,686,641
Passenger movement.....miles	1,187,719,657	2,480,766,204	613,891,085	3,834,082,693	415,849,833	8,541,309,674
Freight moved.....tons	30,670,213	187,927,738	26,030,389	150,751,688	5,073,233	400,453,439
Freight movement.....ton, miles	1,807,112,979.00	16,100,654,154.00	2,546,941,900.00	22,548,598,390.00	1,062,216,022.00	44,064,923,445.00
Share capital.....	\$198,544,058.00	\$1,012,157,191.00	\$404,792,911.00	\$1,784,908,292.00	\$307,658,131.00	\$3,708,060,583.00
Funded debt.....	144,346,982.00	899,914,618.00	457,360,083.00	1,756,895,194.00	196,523,506.00	3,455,040,383.00
Total investment.....	360,317,081.00	2,012,535,974.00	888,303,873.00	3,681,033,666.00	553,280,717.00	7,495,471,311.00
Cost of road and equipment.....	337,953,802.00	1,596,937,643.00	793,126,042.00	3,441,141,046.00	515,597,512.00	6,684,756,045.00
Earnings from passengers.....	25,532,447.00	54,158,897.00	17,299,657.00	98,021,234.00	11,925,001.00	206,837,256.00
Earnings from freight.....	30,436,784.00	167,099,556.00	45,367,265.00	278,091,695.00	23,514,530.00	544,509,831.00
Earnings from all sources.....	59,155,763.00	237,068,010.00	68,460,269.00	403,968,931.00	38,459,807.00	807,112,790.00
Net earnings.....	15,102,533.00	90,570,362.00	24,294,455.00	147,509,324.00	14,120,914.00	291,587,588.00
Total available revenue.....	13,999,331.00	122,549,306.00	29,171,827.00	173,035,812.00	21,165,611.00	359,942,327.00
Payments of interest.....	7,418,344.00	53,548,702.00	18,403,008.00	82,707,263.00	9,736,941.00	171,414,258.00
Payments of dividend.....	8,552,150.00	36,444,960.00	3,576,310.00	46,267,334.00	6,618,279.00	101,579,038.00

TABLE XXIII.

STATE SERVICE OF RAILWAYS BY COUNTIES, SHOWING THE NUMBER OF SYSTEMS AND BRANCHES OF EACH.

COUNTIES.	Number of Systems.	Roads and branches.	COUNTIES.	Number of Systems.	Roads and branches.
Aitkin.....	1	1	Martin.....	1	1
Anoka.....	1	2	Meeker.....	1	1
Becker.....	1	1	Mille Lacs.....	1	1
Benton.....	2	2	Morrison.....	1	2
Beltrami.....	...	...	Mower.....	1	3
Big Stone.....	2	2	Murray.....	2	2
Blue Earth.....	3	4	Nicollet.....	2	2
Brown.....	1	2	Nobles.....	3	3
Carlton.....	2	2	Norman.....	1	1
Carver.....	2	3	Olmsted.....	1	3
Chippewa.....	1	1	Otter Tail.....	3	4
Chisago.....	1	2	Pine.....	2	2
Clay.....	2	3	Pipe Stone.....	2	2
Cook.....	...	...	Polk.....	1	3
Cottonwood.....	1	1	Pope.....	1	1
Crow Wing.....	1	2	Ramsey.....	7	14
Dakota.....	2	4	Redwood.....	2	3
Dodge.....	1	1	Renville.....	2	2
Douglas.....	1	1	Rice.....	2	2
Faribault.....	2	3	Rock.....	1	2
Fillmore.....	1	2	Scott.....	3	3
Freeborn.....	2	2	St. Louis.....	2	2
Goodhue.....	2	3	Sherburne.....	2	2
Grant.....	1	2	Sibley.....	3	3
Hennepin.....	7	14	Stearns.....	3	4
Houston.....	1	3	Steele.....	2	2
Hubbard.....	...	0	Stevens.....	2	3
Isanti.....	...	0	Swift.....	1	1
Itasca.....	...	0	Todd.....	2	4
Jackson.....	2	2	Traverse.....	2	2
Kanabec.....	1	1	Wabasha.....	1	2
Kandiyohi.....	1	1	Wadena.....	1	1
Kittson.....	1	1	Waseca.....	2	2
Lac qui Parle.....	1	1	Washington.....	3	4
Lake.....	1	1	Watsonwan.....	1	1
Le Sueur.....	3	3	Wilkin.....	3	1
Lincoln.....	1	2	Winona.....	2	2
Lyon.....	1	2	Wright.....	2	3
McLeod.....	1	1	Yellow Medicine.....	2	3
Marshall.....	1	1			

TABLE XXIV.

Showing the Gross Earnings of the Several Railways, and the Amount of Taxes paid by Each from 1864 to the Present Time.

NAME OF RAILWAY AND BRANCHES OF SAME AS NOW CONSOLIDATED.	FOR THE YEARS FROM 1864 TO 1872.			FOR THE YEAR 1873.			FOR THE YEAR 1874.			FOR THE YEAR 1875.		
	Gross Earnings.	Per cent of tax.	Tax Received by State.	Gross Earnings.	Per cent of tax.	Tax Received by State.	Gross Earnings.	Per cent of tax.	Tax Received by State.	Gross Earnings.	Per cent of tax.	Tax Received by State.
<i>Chicago, Milwaukee & St. Paul Railway.</i>												
River Division.....	\$515,100.49	1.2	\$10,109.90	\$637,120.08	2	\$14,742.40	\$716,669.50	2.3	\$15,237.88	\$604,684.80	3	\$18,215.80
Lower Division.....	5,368,428.01	1.2	96,180.43	693,351.17	2	13,867.02	736,619.13	2	14,732.28	671,075.92	2.3	16,254.66
Hastings & Dakota.....	58,988.91	1	58,988.91	66,013.72	1	66,013.72	61,838.30	2	1,236.56	55,727.34	2	1,121.40
Southern Minnesota.....	1,628,589.42	1.2	29,413.88	663,282.86	2	13,264.66	600,628.66	2	12,012.57	623,610.28	2	12,472.20
Chicago, Clinton, Duquesne & Minnesota.....							32,500.31	1	325.00	24,796.64	1	247.67
Central Railroad of Minnesota.....												
Wabasha Division.....												
Caledonia, Mississippi & Western.....												
<i>St. Paul, Minneapolis & Manitoba Railway.</i>												
Total.....	\$7,569,102.83		\$136,304.03	\$2,159,717.83		\$42,534.22	\$2,148,245.90		\$43,544.39	\$2,025,237.72		\$48,755.53
<i>St. Paul & Pacific—main line.</i>	\$1,111,416.59	2	\$22,228.33	\$488,367.60	2	\$9,167.35	\$460,581.50	2.3	\$9,879.83	\$500,849.84	3	\$15,025.49
St. Paul & Pacific—branch line.....	1,896,460.43	1.2	32,567.25	342,571.69	2	6,851.43	\$40,320.87	2.3	7,277.82	\$69,400.86	3	9,282.06
St. Vincent extension.....	13,418.81	2	268.37	46,607.82	2	932.15	57,735.78	2.3	1,225.28	64,419.83	3	1,934.09
Hinckley branch.....												
Minneapolis & Northern.....												
<i>Chicago & Northwestern Railway.</i>												
Total.....	\$3,021,295.83		\$55,063.95	\$947,547.11		\$16,950.83	\$858,638.15		\$18,382.93	\$874,670.53		\$26,241.64
<i>Chicago & St. Peter.</i>	\$4,051,855.44	1.2	\$70,765.61	\$779,134.20	2	\$15,582.68	\$630,297.91	2	\$12,605.96	\$602,479.90	3	\$18,074.40
Winona, Mankato & New Ulm.....	4,828.03	2	96.56	4,513.76	2	90.28	4,550.40	2	91.00	3,834.40	3	115.04
Minnesota Valley.....												
Chatfield.....												
Plainfield.....												
Rochester & Northern.....												
Chicago & Dakota.....												
Total.....	\$4,056,683.47		\$70,862.17	\$768,647.96		\$15,672.96	\$634,848.31		\$12,696.96	\$606,314.30		\$18,189.44

<i>Chicago, St. Paul, Minneapolis & Omaha Railway</i>												
St. Paul & Sioux City.....	\$1,858,873.61	1.2	\$30,499.26	\$540,205.32	2	\$10,804.10	\$544,316.88	2	\$10,886.38	\$560,014.41	2	\$11,200.26
Sioux City & St. Paul.....	29,914.73	2	698.30	101,414.57	2	2,028.29	126,501.66	2	2,590.08	142,867.00	2	2,857.15
West Wisconsin.....	37,202.28	1	372.02	78,240.50	1	782.40	110,352.49	1	1,103.82	111,331.60	1.2	2,140.74
St. Paul, Stillwater & Taylors Falls.....	39,816.25	1	398.16	40,492.14	1	404.92	41,253.13	1	412.52	44,415.28	1.2	872.94
Worthington & Sioux Falls.....												
Blue Earth City branch.....												
Rock River branch.....												
Minnesota & Black Hills.....												
South Stillwater branch.....												
Total.....	\$1,965,806.87		\$31,967.74	\$760,352.53		\$14,019.71	\$822,424.16		\$14,932.70	\$838,618.29		\$17,071.09
<i>St. Paul & Duluth Railway.</i>												
Lake Superior & Mississippi.....	\$1,385,018.58	1.2	\$21,964.58	\$699,814.33	2	\$13,996.29	\$607,174.32	2	\$12,143.46	\$532,121.08	2	\$10,642.42
Stillwater & St. Paul.....	54,075.78	1.2	940.05	32,260.81	2	645.21						
Taylors Falls & Lake Superior.....												
Total.....	\$1,439,094.36		\$22,921.63	\$732,075.14		\$14,641.50	\$607,174.32		\$12,143.46	\$532,121.08		\$10,642.42
<i>Minneapolis & St. Louis Railway.</i>												
Minneapolis & St. Louis.....	\$23,492.00	1.2	\$326.69	\$89,004.58	2	\$780.00	\$117,331.73	2	\$2,346.63	\$133,823.73	2	\$2,676.47
Minneapolis & Duluth.....	32,783.11	1.2	363.63	33,684.07	2	673.68						
Taylors Falls & Lake Superior.....												
Total.....	\$56,275.11		\$690.32	\$72,688.65		\$1,453.77	\$117,331.73		\$2,346.63	\$133,823.73		\$2,676.47
<i>Northern Pacific Railroad.</i>												
Northern Pacific.....	\$481,366.30	1	\$4,813.66	\$350,656.00	1	\$3,506.56	\$365,831.76	1.2	\$4,972.92	\$427,122.06	2	\$8,542.44
Western.....												
Sauk Rapids to St. Paul.....												
Wadena to Breckenridge.....												
Little Falls to Morris.....												
Northern Pacific Junction to Wisconsin line.....												
Total.....	\$481,366.30		\$4,813.66	\$350,656.00		\$3,506.56	\$365,831.76		\$4,972.92	\$427,122.06		\$8,542.44
Grand total of earnings.....	\$18,689,574.77			\$5,706,685.22			\$5,554,494.33			\$5,457,907.66		
Grand total of taxes received.....			\$322,523.50			\$108,779.65			\$109,020.01			\$132,119.03

TABLE XXIV—Continued.

Showing the Gross Earnings of the Several Railways, and the Amount of Taxes paid by Each from 1864 to the Present Time.

NAME OF RAILWAY AND BRANCHES OF SAME AS NOW CONSOLIDATED.	FOR THE YEAR 1876.			FOR THE YEAR 1877.			FOR THE YEAR 1878.		
	Gross Earnings.	Per ct of tax	Tax Received by State.	Gross Earnings.	Per ct of tax	Tax Received by State.	Gross Earnings.	Per ct of tax	Tax Received by State.
<i>Chicago, Milwaukee & St. Paul Railway.</i>									
Iowa Division.....	\$618,938.08	3	\$19,468.14	\$733,011.09	3	\$20,303.38	\$870,279.46	3	\$26,108.38
Illinois Division.....	634,786.96	3	19,013.61	717,679.68	3	21,530.39	612,498.18	3	18,374.96
Hastings & Dakota.....	74,065.74	2	1,481.11	77,412.88	2	1,548.26	144,050.89	2	2,881.01
Southern Minnesota.....	638,841.21	2	12,736.82	287,063.12	3	20,611.89	643,036.48	3	19,291.09
Chicago, Clinton, Dubuque & Minnesota.....	22,586.39	2	451.73	27,488.10	2	549.76	27,821.51	2	556.43
Central Railroad of Minnesota.....	45,711.00	1	457.11	44,929.56	1	449.29	49,549.78	2	990.99
Wabasha Division.....							22,942.56	1	229.43
Caledonia, Mississippi & Western.....									
Total.....	\$2,062,919.38		\$53,638.52	\$2,287,584.43		\$64,992.97	\$2,370,178.86		\$68,432.28
<i>St. Paul, Minneapolis & Manitoba Railway.</i>									
St. Paul & Pacific—main line.....	\$589,650.64	3	\$17,689.52	\$432,634.79	3	\$12,979.04	* \$315,387.93	3	\$24,461.64
St. Paul & Pacific—branch line.....	353,872.38	3	10,676.18	276,264.43	3	8,287.94	469,070.33	3	14,072.11
St. Vincent extension.....	63,634.18	3	1,969.03	105,002.06	3	3,150.06	274,739.40	3	8,242.17
Hinckley branch.....									
Minneapolis & Northern.....									
Total.....	\$1,011,157.50		\$30,334.73	\$813,901.28		\$24,417.04	\$1,559,197.66		\$46,775.92
<i>Chicago & Northwestern Railway.</i>									
Winona & St. Peter.....	\$603,572.81	3	\$18,107.18	\$618,171.80	3	\$18,545.15	\$826,490.22	3	\$24,784.71
Winona, Mankato & New Ulm.....	3,998.84	3	119.67	3,618.56	3	108.56	6,146.04	1	51.46
Minnesota Valley.....							209.16	1	2.09
Chatham.....							2,326.92	1	23.27
Plainview.....							2,671.76	1	26.72
Rochester & Northern.....									
Chicago & Dakota.....									
Total.....	\$607,561.65		\$18,226.85	\$621,790.86		\$18,653.71	\$836,844.10		\$24,898.25

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Chicago, St. Paul, Minneapolis & Omaha Railway.									
St. Paul & Sioux City.....	2.3	\$573,758.07	\$12,044.12	\$534,681.97	3	\$16,040.45	\$602,754.00	8	\$18,019.25
Sioux City & St. Paul.....	2.3	161,057.55	3,559.78	148,604.81	3	4,458.16	172,509.50	3	5,175.28
West Wisconsin.....	2.3	129,257.88	1,997.12	74,654.82	2	1,493.08	104,858.72	2	2,067.13
St. Paul, Stillwater & Taylors Falls.....	2	33,074.33	1,101.48	63,289.27	2	1,265.78	77,915.81	2	1,638.32
Worthington & Sioux Falls.....				47,077.15	1	470.78	88,160.85	1	1,861.51
Blue Earth City branch.....									
Rock River branch.....									
Minnesota & Black Hills.....									
South Stillwater branch.....									
Total.....		\$919,141.83	\$18,702.50	\$668,307.62		\$23,728.25	\$1,045,686.88		\$27,721.49
St. Paul & Duluth Railway.									
Lake Superior & Mississippi.....									
Stillwater & St. Paul.....	2	\$536,393.14	\$10,727.96	\$558,060.16	2	\$11,161.00	\$428,182.02	2	\$8,563.64
Taylors Falls & Lake Superior.....									
Total.....		\$536,393.14	\$10,727.96	\$558,060.16		\$11,161.00	\$428,182.02		\$8,563.64
Minneapolis & St. Louis Railway.									
Minneapolis & St. Louis.....	2	\$145,481.55	\$2,909.63	\$201,934.24	2	\$4,038.68	\$405,235.22	2	\$8,104.70
Minneapolis & Duluth.....									
Taylors Falls & Lake Superior.....									
Total.....		\$145,481.55	\$2,909.63	\$201,934.24		\$4,038.68	\$405,235.22		\$8,104.70
Northern Pacific Railroad.									
Northern Pacific.....	2	\$562,719.42	\$11,254.39	\$691,687.32	2	\$13,833.75	\$687,961.97	2	\$13,759.24
Wadena branch.....				19,086.29	1	190.86	160,171.05	1	1,601.71
Sault Rapids to St. Paul.....									
Wadena Breakeridge.....									
Little Falls to Morris.....									
Northern Pacific Junction to Wisconsin line.....									
Total.....		\$562,719.42	\$11,254.39	\$710,773.61		\$14,024.61	\$848,133.02		\$15,360.95
Burlington, Cedar Rapids & Northern.....				\$13,470.09	1	\$134.70	\$31,391.54	1	\$313.91
Grand total of earnings.....		\$5,845,379.47		\$6,075,811.69			\$7,524,849.80		
Grand total of taxes received.....			\$145,794.53			\$161,150.96			\$200,171.14

* Consolidated.

TABLE XXIV — Continued.

Showing the Gross Earnings of the Several Railways, and the Amount of Taxes paid by Each from 1864 to the Present Time.

NAME OF RAILWAYS AND BRANCHES OF SAME AS NOW CONSOLIDATED.	FOR THE YEAR 1879.			FOR THE YEAR 1880.			FOR THE YEAR 1881.		
	Gross Earnings.	Per ct of tax	Tax Received by State.	Gross Earnings.	Per ct of tax	Tax Received by State.	Gross Earnings.	Per ct of tax	Tax Received by State.
<i>Chicago, Milwaukee & St. Paul Railway.</i>									
River Division.....	\$931,665.62	3	\$29,449.96	\$1,108,510.34	3	\$33,253.31	\$1,660,221.04	3	\$49,806.63
Iowa Division.....	540,130.66	3	16,203.91	639,070.05	3	19,772.10	698,345.05	3	20,950.35
Hastings & Dakota.....	337,308.59	2	7,146.16	461,674.97	2	9,233.50	599,213.59	3	17,976.41
Southern Minnesota.....	645,345.94	1.3	18,559.47	633,509.12	1.3	16,683.14	707,589.53	2.3	19,882.81
Chicago, Clinton, Dubuque & Minnesota.....	31,295.47	2	625.91	44,953.28	2	899.66	70,482.73	2	1,409.65
Central Railroad of Minnesota.....	42,762.99	2	855.25	33,872.52	2	677.43	35,035.63	2	700.71
Wabasha Division.....	68,720.85	1	687.20	46,500.84	1	511.85	51,511.85	1.2	907.77
Caledonia, Mississippi & Western.....				37,118.47	1	371.18	34,924.85	1	345.25
Total.....	\$2,667,230.12		\$73,527.86	\$3,025,189.59		\$81,356.32	\$3,856,924.27		\$111,979.58
<i>St. Paul, Minneapolis & Manitoba Railway.</i>									
St. Paul & Pacific — main line.....									
St. Paul & Pacific — branch line.....	\$2,638,483.05	3	\$75,871.95	\$3,169,699.49	3	\$95,090.99	\$4,614,590.11	3	\$138,437.69
St. Vincent extension.....									
Hinckley branch.....									
Minneapolis & Northern.....									
Total.....	\$2,638,483.05		\$75,871.95	\$3,169,699.49		\$95,090.99	\$4,614,590.11		\$138,437.69
<i>Chicago & Northwestern Railway.</i>									
Winona & St. Peter.....		3	\$26,420.34	\$1,089,327.30	3	\$32,679.82	\$1,146,738.75	3	\$34,402.16
Winona, Manito & New Ulm.....		1	106.66	9,205.46	1	92.05	11,069.63	1.2	189.09
Minnesota Valley.....	10,686.25	1	47.63	4,586.99	1	45.87	5,141.09	1.2	85.98
Chatfield.....	9,614.20	1	96.14	8,705.52	1	87.66	7,935.08	1.2	85.86
Plainview.....	12,315.46	1	123.15	13,918.94	1	139.19	14,581.56	1.2	182.34
Rochester & Northern.....	7,566.18	1	75.56	66,042.00	1	660.42	77,599.56	1	776.00
Chicago & Dakota.....									
Total.....	\$9,225,593.18		\$26,869.48	\$1,191,846.21		\$33,705.01	\$1,263,065.67		\$36,671.45

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Chicago, St. Paul, Minneapolis & Omaha Railway.										
St. Paul & Sioux City.....	\$840,361.20	3	\$25,210.84	\$908,394.55	3	\$27,251.53	\$1,084,323.52	3	\$31,029.70	
Sioux City & St. Paul.....	138,179.97	2	2,763.58	194,498.97	2	3,688.74	357,425.83	2	7,148.51	
West Wisconsin.....	82,711.67	2	1,654.22	71,977.74	2	1,435.56	57,008.96	2	1,140.98	
St. Paul, Stillwater & Taylor's Falls.....	63,582.82	1	635.82	89,533.51	2	1,190.67	34,108.29	1	341.08	
Worthington & Sioux Falls.....				31,080.77	1	310.81	3,631.49	1	36.31	
Blue Earth City branch.....				1,800.27	1	17.99	8,457.00	1	84.57	
Rock River branch.....				5,714.60	1	57.15	8,190.30	1	81.90	
Minnesota & Black Hills.....										
South Stillwater branch.....										
Total.....	\$1,124,835.66		\$30,284.46	\$1,262,938.41		\$33,952.75	\$1,503,145.39		\$39,863.05	
St. Paul & Duluth Railway.										
Lake Superior & Mississippi.....	\$560,041.45	3	\$16,801.24	\$569,612.47	3	\$17,088.37	\$570,784.75	3	\$20,123.54	
Stillwater & St. Paul.....				2,839.23	1	28.39	9,390.05	1	93.89	
Taylor's Falls & Lake Superior.....										
Total.....	\$560,041.45		\$16,801.24	\$572,451.70		\$17,116.76	\$580,174.80		\$20,217.43	
Minneapolis & St. Louis Railway.										
Minneapolis & St. Louis.....	\$470,541.17	2	\$9,410.82	\$766,841.11	2	\$15,336.82	\$931,274.52	2.3	\$20,334.57	
Minneapolis & Duluth.....							6,617.34	1	66.17	
Taylor's Falls & Lake Superior.....										
Total.....	\$470,541.17		\$9,410.82	\$766,841.11		\$15,336.82	\$937,891.86		\$20,400.74	
Northern Pacific Railroad.										
Northern Pacific.....	\$659,358.13	2	\$19,187.16	\$1,250,099.15	2	\$25,001.98	\$1,609,125.04	2.3	\$40,296.84	
Western.....	224,139.25	1	2,241.39	203,497.51	1	2,839.07	367,304.22	2	7,346.08	
Sauk Rapids to St. Paul.....	198,634.33	3	5,953.03	843,755.19	3	10,312.65	415,567.68	3	13,090.38	
Wadena to Breckenridge.....										
Little Falls to Morris.....										
Northern Pacific Junction to Wisconsin line.....										
Total.....	\$1,382,131.71		\$27,381.58	\$1,797,761.85		\$38,153.70	\$2,391,996.94		\$60,732.80	
Burlington, Cedar Rapids & Northern Railway....	\$84,965.00	1	\$349.05	\$51,605.29	1.2	\$770.19	\$50,506.26	2	\$1,010.13	
Grand total of earnings.....	\$9,803,761.84			\$11,838,333.65			\$15,298,295.30			
Grand total of taxes received.....			\$280,476.44			\$315,482.54			\$428,313.37	

TABLE XXIV—*Concluded.*

Showing the Gross Earnings of the Several Railways, and the Amount of Taxes paid by Each from 1884 to the Present Time.

NAME OF RAILWAYS AND BRANCHES OF SAME AS NOW CONSOLIDATED.	FOR THE YEAR 1882.			FOR THE YEAR 1883.			TOTAL FOR ALL YEARS.	
	Gross Earnings.	Per ct of tax	Tax Received by State.	Gross Earnings.	Per ct of tax	Tax Received by State.	Gross Earnings.	Tax Received by State.
<i>Chicago, Milwaukee & St. Paul Railway.</i>								
River Division.....	\$1,979,250.86	1.3	\$59,183.32	\$2,195,599.69	1.3	\$65,316.28		
Iowa Division.....	738,578.77	1.3	22,115.55	712,167.00	1.3	21,107.41		
Hastings & Dakota.....	787,729.79	3	23,631.89	954,568.67	3	28,637.06		
Southern Minnesota.....	778,296.31	3	21,747.12	870,767.35	1.3	23,887.69		
Chicago, Clinton, J. & Minnesota.....	85,787.91	3	2,573.64	101,234.79	3	3,037.04	\$89,654,431.79	\$1,001,411.31
Chicago & Rock Island of Minnesota.....	97,270.54	2	745.41	41,285.89	2	825.72		
Wisconsin Division.....	58,612.63	1.2	1,168.82	53,143.02	1.2	1,030.47		
Calumet, Mississippi & Western.....	41,798.37	1	417.98	46,010.77	2	920.21		
Total.....	\$4,507,324.68		\$131,583.73	\$4,974,776.18		\$144,761.88	\$39,654,431.79	\$1,001,411.31
<i>St. Paul, Minneapolis & Manitoba Railway.</i>								
{ St. Paul & Pacific—main line.....	\$7,878,275.67	3.1	\$236,348.27					
{ St. Paul & Pacific—branch line.....	14,043.41	1	140.43					
{ St. Vincent extension.....	35,199.86	1	352.00	\$6,544,135.83	3	\$194,742.28	\$83,880,835.48	\$959,150.75
{ Hinckley branch.....								
{ Minneapolis & Northern.....								
Total.....	\$7,927,518.94		\$236,840.70	\$6,544,135.83		\$194,742.28	\$83,880,835.48	\$959,150.75
<i>Chicago & Northwestern Railway.</i>								
Winona & St. Peter.....		3	\$43,807.65	\$1,929,084.86	3	\$57,872.55		
Winona, Mankato & New Ulm.....	\$1,460,254.89			10,711.91		214.24		
Minnesota Valley.....	10,535.15	2	210.70	6,552.95	2	131.06	\$15,359,234.06	\$385,175.37
Chathfield.....	6,485.69	2	127.71	9,456.87	2	189.14		
Plainview.....	8,812.90	2	176.26	16,764.09	2	335.28		
Rochester & Northern.....	15,931.61	2	318.63	230,894.16	2	4,617.88		
Chicago & Dakota.....	125,653.77	1.2	1,727.99					
Total.....	\$1,627,574.01		\$46,368.94	\$2,203,464.84		\$63,860.15	\$15,359,234.06	\$385,175.37

RAILROAD COMMISSIONER.

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	\$1,204,983.20	3	\$36,149.79	\$1,392,336.28	3	\$41,770.09	
Chicago, St. Paul, Minneapolis & Omaha Railway.							
St. Paul & Sioux City.....							
Sioux City & St. Paul.....							
West Wisconsin.....	389,869.51	2.3	13,196.39	483,547.13	3	14,326.41	\$364,244.79
St. Paul, Stillwater & Taylors Falls.....							
Worthington & Sioux Falls.....	69,442.95	2	1,388.86	88,131.01	2	1,762.62	\$14,986,601.94
Blue River city branch.....	70,636.05	1	7,706.36	109,666.12	2	2,193.31	
Rock Earth City branch.....	4,188.78	1	41.89	4,663.39	1.2	93.27	
Mnnesota & Black Hills.....	8,951.68	1	89.52	9,855.46	1.2	197.11	
South Stillwater branch.....	7,211.31	1	72.11	11,851.63	1.2	133.32	
Total.....	\$1,755,293.48		\$51,644.92	\$2,100,050.92		\$60,476.13	\$364,244.79
St. Paul & Duluth Railway.							
Lake Superior & Mississippi.....							
Stillwater & St. Paul.....	\$1,073,744.06	1.3	\$32,021.35	\$1,300,559.82	3	\$39,016.79	\$216,216.22
Taylors Falls & Lake Superior.....							
Cannon Valley.....				24,102.21	1	241.02	\$9,044,169.21
Total.....	\$1,073,744.06		\$32,021.35	\$1,324,662.03		\$39,257.81	\$216,216.22
Minneapolis & St. Louis Railway.							
Minneapolis & St. Louis.....	\$1,225,541.81	3	\$36,766.25	\$1,258,749.59	3	\$37,748.22	\$5,862,961.99
Minneapolis & Duluth.....	6,246.07	1	62.46	64,430.15	1	644.31	\$142,589.81
Taylors Falls & Lake Superior.....							
Total.....	\$1,231,787.88		\$36,828.71	\$1,323,179.74		\$38,392.52	\$5,862,961.99
Northern Pacific Railroad.							
Northern Pacific.....	\$2,188,983.85	3	\$45,669.52	\$2,184,319.51	3	\$45,529.59	\$42,589.81
Western.....	550,881.27	2	11,017.63	627,737.36	2	12,554.74	
Sank Rapids to St. Paul.....	623,418.99	3	* 19,637.80				
Waadena to Breckenridge.....	14,420.87	1	144.21	717,140.34	3	* 22,589.92	\$16,459,083.41
Little Falls to Morris.....	11,555.48	1	115.55	118,694.54	1	1,186.94	
Northern Pacific Junction to Wisconsin line.....	1,500.68	3	45.02	101,937.85	1	1,019.38	
Total.....	\$3,390,761.14		\$66,629.63	\$3,749,829.60		\$102,880.57	\$388,254.31
Burlington, Cedar Rapids & Northern.....	\$60,422.25	1.2	\$1,194.38	\$69,316.82	2	\$1,186.34	\$5,097.40
Chicago, Rock Island, Fulton & Northwestern.....				13,869.98	1	138.70	
Total.....	\$60,422.25		\$1,194.38	\$73,186.80		\$1,325.04	\$5,097.40
Minnesota, Lyndale & Minnetonka.....	\$39,098.40	1	\$390.98	\$63,880.28	1	\$538.80	\$92,978.68
Grand total of earnings.....	\$21,613,524.84			\$22,347,166.22			\$135,655,783.79
Grand total of taxes received.....			\$653,503.34			\$645,735.18	\$3,463,069.74

* Includes 5 per cent penalty, as suit was brought for payment and maintained.

TABLE XXV.
COST OF ROAD AND EQUIPMENT IN STATE OF MINNESOTA (BASED ON MILEAGE.)

NAME OF ROAD.	Miles of Track.	Average Cost per Mile.	Total Cost.
Chicago, Milwaukee & St. Paul.....	1,057.53	\$30,978.00	\$32,760,164.34
St. Paul, Minneapolis & Manitoba.....	974.43	35,324.70	34,421,447.42
Chicago & Northwestern.....	414.13	44,090.53	18,229,231.89
Chicago, St. Paul, Minneapolis & Omaha.....	366.04	40,584.55	14,855,568.68
Northern Pacific.....	*538.87	55,998.12	31,235,669.32
St. Paul & Duluth.....	*225.00	58,206.54	13,096,921.00
Minneapolis & St. Louis.....	*279.00	51,091.48	14,254,522.92
Burlington, Cedar Rapids & Northern.....	*25.98	26,928.77	699,609.44
Minneapolis Eastern.....	3.20	77,178.00	246,969.60
Minneapolis, Lyndale & Minnetonka.....	20.00	33,371.78	667,435.53
Union Depot Company, St. Paul.....	4.50	110,438.78	496,974.54
Totals.....	3,928.68	\$40,994.56	\$161,054,515.18

* Includes leased lines at same cost.

TABLE XXVI.

MILES OF STEEL AND IRON RAIL IN USE ON THE DIFFERENT
ROADS, COMPARED WITH TOTAL MILEAGE.

NAME OF ROAD.	Steel Rail.	Iron Rail.	Total Miles of Road.
Chicago, Milwaukee & St. Paul.....	302.00	755.53	1,057.53
St. Paul & Duluth.....	155.00	70.00	225.00
St. Paul, Minneapolis & Manitoba.....	784.11	190.32	974.43
Northern Pacific.....	472.17	86.70	558.87
Chicago & Northwestern.....	274.70	139.43	414.13
Chicago, St. Paul, Minneapolis & Omaha.....	232.26	133.78	366.04
Minneapolis & St. Louis.....	256.00	23.00	279.00
Burlington, Cedar Rapids & Northern.....	25.98	.....	25.98
Minneapolis, Lyndale & Minnetonka.....	16.00	4.00	20.00
Totals.....	2,518.22	1,402.76	3,920.98

TABLE XXVII.

RAILROAD LANDS—ACRES RECEIVED, SOLD AND CONTRACTED, AND RECEIPTS FROM SALES, CONTRACTS, STUMPAGE, ETC.

Name of Road.	Acres of Congressional Grant.		Acres of Swamp Grant.		Total Received.	Sales and Contracts, Stumpage, Etc. for Year.		Sales, Contracts, Stumpage, Etc., for all Years.		Average selling price per acre during year.	Average price per acre at which now offered.
	Received.	To Inure.	Received.	To Inure.		Acres.	Receipts.	Acres.	Receipts.		
Chicago, Milwaukee & St. Paul*	550,634.08	10,000.00	35,242.29	Uncertain	585,876.37	80,308.99	\$218,212.20	487,492.85	\$1,455,050.79	\$4.90	\$6.00
Chicago & Northwestern†	Grant not yet ad		justed.		1,752,733.42	176,453.93	379,629.71	757,621.47	2,428,645.71	4.54	4.75
St. Paul, Minn. & Manitoba†	1,539,079.97	1,437,983.21	None.	None.	1,539,079.97	83,907.86	430,987.66	755,167.72	1,883,238.47	5.50	5.50
Northern Pacific*	2,028,279.86		None.	None.	2,028,279.86	17,024.12	150,801.65	476,829.43	2,820,128.11	3.17	4.00
St. Paul & Duluth†	847,588.47	144,414.53	635,584.66	58,815.34	1,483,173.13	15,177.94	151,259.92	227,053.58	2,209,112.10	.....	4.14
Sioux City & St. Paul†	230,837.69				230,837.69	12,674.71	95,667.57	145,645.62	1,032,051.79	6.25	6.50
St. Paul & Sioux City†	855,585.00				855,585.00	78,959.64	536,636.62	461,532.98	2,784,278.39	6.25	6.50
Western.....	290,830.00	99,570.00			290,830.00	4,013.46	28,605.94	44,524.00	180,582.60	4.09	4.09
	6,342,855.07	1,691,977.74	670,826.95	58,815.34	8,766,415.44	468,520.65	\$1,991,801.27	3,855,867.65	\$14,793,087.96	.....	.....

* For year ending Dec. 31, 1883.

† For year ending June 30, 1884.

TABLE XXVIII.

ELEVATORS AND GRAIN WAREHOUSES IN MINNESOTA, WITH
CAPACITY AND LOCATION ON RAILROAD.

CHICAGO, MILWAUKEE & ST. PAUL RY. (IOWA AND MINNESOTA DIVISION.)

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Elevator.....	LeRoy	W. Hayes.....	W. Hayes.....	25,000
"	"	Gilchrist & Co.....	W. L. Henderson.....	12,000
"	"	Bassett, H. & Co.....	J. M. Larabee.....	15,000
Warehouse.....	"	W. Hayes.....	W. Hayes.....	2,000
"	"	Gilchrist & Co.....	W. L. Henderson.....	5,000
"	"	"	"	2,000
"	"	Bassett, Hunting & Co.....	J. M. Larabee.....	2,000
"	"	J. M. Larabee.....	"	5,000
Elevator.....	Taopi	Bassett, H. & Co.....	Bassett, H. & Co.....	30,000
"	"	Taopi Farm Co.....	Taopi Farm Co.....	40,000
"	"	George W. Corbitt.....	George W. Corbitt.....	17,000
Wheat house.....	"	George Sutton.....	Bassett, H. & Co.....	6,000
"	"	Bassett, H. & Co.....	"	8,000
"	Adams	Gilchrist & Co.....	Gilchrist & Co.....	4,000
"	"	Bassett, H. & Co.....	Bassett, H. & Co.....	10,000
"	"	O. W. Shaw	O. W. Shaw	8,000
Elevator.....	Rose Creek.....	Bassett, H. & Co.....	Bassett, H. & Co.....	30,000
"	"	M. B. Slocum.....	M. B. Slocum.....	8,000
Wheat house.....	"	George Sutton.....	George Sutton.....	5,000
"	"	"	"	5,000
"	"	John Cronon.....	M. B. Slocum.....	6,000
Elevator.....	Austin	Bassett, H. & Co.....	Bassett, H. & Co.....	50,000
Wheat house.....	"	"	"	10,000
"	"	"	"	2,000
"	"	"	"	4,000
"	"	"	"	2,500
"	"	"	"	3,000
"	"	Austin Board of Trade.....	C. Whitton.....	6,000
"	"	C. Whitton.....	"	2,000
"	"	"	"	1,500
"	"	O. W. Shaw & H. W. Page.....	O W Shaw & H W Page.....	10,000
"	Ramsey	Hodges & Hyde.....	Hodges & Hyde.....	5,000
"	"	Cargill Bros.....	"	4,000
"	Lansing	O. C. La Bar.....	Bassett, H. & Co.....	10,000
"	"	Thompson & Roe.....	"	8,000
"	"	George Wood.....	George Wood.....	7,000
"	"	C. M. & St. P. Ry. Co.....	Bassett, H. & Co.....	25,000
Elevator.....	Blooming Prairie.....	Bassett, H. & Co.....	"	35,000
"	"	"	"	10,000
"	"	"	"	50,000
Wheat house.....	"	"	"	12,000
"	"	"	"	7,000
Elevator.....	"	"	"	45,000
Wheat house.....	"	"	"	10,000
"	Aurora	"	"	12,000
Elevator.....	Somerseset.....	H. W. Pratt & Co.....	H. W. Pratt & Co.....	25,000
"	Owatonna	C. M. & St. P. Ry. Co.....	"	55,000
"	Medford	G. W. Ehle & Co.....	G. W. Ehle & Co.....	20,000
Wheat house.....	"	C. M. & St. P. Ry. Co.....	M. B. Sheffield.....	6,000
Elevator.....	Faribault	H. W. Pratt & Co.....	H. W. Pratt & Co.....	55,000
"	"	J. D. Grum & Co.....	G. W. Ehle & Co.....	65,000
Flour house.....	Dundas	C. M. & St. P. Ry. Co.....	C. M. & St. P. Ry. Co.....	Flour/h'ae
Elevator.....	Northfield.....	"	Ames & Archibald.....	60,000
"	Castle Rock.....	Ames & Archibald.....	"	40,000
"	Farmington	"	"	70,000
"	Rosemount	"	"	60,000
Warehouse.....	St. Paul Junction.....	C. M. & St. P. Ry. Co.....	C. J. Colburn.....	6,000
Elevator.....	Minneapolis	"	C. M. & St. P. Ry. Co.....	750,000
"	"	"	Kellogg, Lange & M.....	75,000
Total.....				1,863,500

TABLE XXVIII—Continued.

WABASHA DIVISION, "NARROW GAUGE."

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Elevator.....	Glasgow.....	Minnesota Elevator Co.....	Minnesota Elevator Co..	8,000
".....	Theillman.....	" ".....	" ".....	6,000
".....	Keegan.....	" ".....	" ".....	8,000
".....	Millville.....	" ".....	" ".....	25,000
".....	Hammond.....	" ".....	" ".....	60,000
".....	Wabasha.....	" ".....	" ".....	100,000
".....	Zumbrota Falls....	" ".....	" ".....	10,000
".....	Zumbrota.....	" ".....	" ".....	40,000
".....	Forest Mills.....	Forest Mills Elevator Co.....	Owners.....	10,000
Warehouse.....	".....	" ".....	" ".....	40,000
Elevator.....	Mazeppa.....	Mazeppa Mill Co.....	Mazeppa Mill Co.....	100,000
".....	".....	P. Robinson.....	P. Robinson.....	20,000
Total Wabasha Div....				427,000

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY (RIVER DIVISION.)

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Elevator.....	Minn. Transfer.....	Northwestern Elevator Co..	D. M. & C. B. Robbins....	600,000
".....	St. Paul.....	St. Paul Elev & War'hse Co	St. P. El. & War'hse Co..	500,000
".....	".....	W. F. Davidson.....	Not in use.....	1,000,000
Warehouse.....	Newport.....	C. M. & St. P. Ry.....	".....	60,000
Elevator.....	Langdon.....	Dill & Miller.....	Dill & Miller.....	5,000
Warehouse.....	".....	".....	".....	30,000
".....	Hastings.....	L. Van Inivegan & Sons.....	L. Van Inivegan & Sons.....	10,000
Elevator.....	".....	Gardner & Meloy.....	Gardner & Meloy.....	75,000
".....	".....	Heirs of Grosvenor.....	I. C. Sanborn.....	150,000
".....	".....	C. M. & St. P. Ry. Co.....	C. H. L. Lange & Co.....	45,000
Warehouse.....	".....	Ennis.....	".....	75,000
".....	".....	Thompson, Smith & Co.....	Thompson, Smith & Co.....	30,000
Elevator.....	Etter.....	N. J. Olson.....	N. J. Olson.....	75,000
Warehouse.....	Eggleson.....	Red Wing Mill Co.....	M. T. Nilan.....	15,000
Elevator.....	Red Wing.....	G. W. Davis.....	G. W. Davis.....	20,000
".....	".....	T. B. Sheldon & Co.....	T. B. Sheldon & Co.....	50,000
".....	".....	Sundberg & Simmons.....	Sundberg & Simmons.....	200,000
".....	".....	Hubbard & Brown.....	Hubbard & Brown.....	150,000
".....	".....	Diamond Jo Line.....	Diamond Jo Line.....	100,000
".....	".....	C. M. & St. P. Ry. Co.....	Mr. Miller.....	75,000
".....	".....	Sheldon S. & S.....	Sheldon S. & S.....	75,000
Warehouse.....	Frontenac.....	Swetzer & Sontner.....	G. H. Dodge & Co.....	50,000
".....	".....	".....	".....	8,000
".....	".....	".....	".....	5,000
Elevator.....	Lake City.....	Wabasha Mill Co.....	L. T. Fletcher.....	30,000
".....	".....	L. F. Menage.....	Not in use.....	60,000
Warehouse.....	".....	Hiram Center.....	Hiram Center.....	30,000
".....	".....	Bonton & Cogswell.....	Bonton & Cogswell.....	30,000
".....	".....	Kellogg, Lange & M.....	Frank Phelps.....	5,000
".....	".....	Wabasha Mill Co.....	L. J. Fletcher.....	10,000
".....	".....	Lake City Mill Co.....	Aza Doughy.....	15,000
Elevator.....	".....	Diamond Joe Steamboat Co.	John Will.....	35,000
Warehouse.....	".....	C. F. Young & Co.....	Not in use.....	40,000
".....	".....	Wilson, B. & Co.....	Wm. Wilson.....	30,000
".....	".....	Wabasha Mill Co.....	L. J. Fletcher.....	15,000
".....	".....	".....	".....	20,000
".....	Kings Cooley.....	C. M. & St. P. Ry. Co.....	Not in use.....	2,000
".....	Reads Landing.....	R. Reiling.....	".....	10,000
".....	".....	Knapp, Stout & Co.....	".....	10,000
".....	".....	Kellogg, Lange & M.....	Owners.....	35,000
Elevator.....	Wabasha.....	Wabasha Mill Co.....	".....	12,000
Warehouse.....	Kellogg.....	H. B. Kellogg & Co.....	".....	30,000
".....	".....	Wabasha Elevator Co.....	".....	20,000
Elevator.....	Weaver.....	Brooks Bros.....	".....	25,000
Warehouse.....	".....	C. M. & St. P. Ry. Co.....	H. J. O'Neill.....	20,000
".....	Minneiska.....	Brooks Bros.....	Owners.....	75,000

TABLE XXVIII—Continued.

(CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, (RIVER DIVISION.)—Concluded.

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Elevator	Minneiska	H. J. O'Neill	Owners	40,000
	"	Lamberton	Brooks Bros.	50,000
Warehouse	"	H. J. O'Neill	Owner	20,000
"	Minnesota City	Kellogg, Lange & M.	Owner	16,000
"	Winona	C., M. & St. P. Ry. Co.	O. Sontag	45,000
Elevator	La Moille	J. D. Suffrins	J. B. Canterbury	3,000
Warehouse	Dakota	Kellogg, Lange & M.	Owners	7,000
"	Afton	C., M. & St. P. Ry. Co.	Kellogg, Lange & M.	1,200
"	Lakeland	J. C. Higgins	Owner	20,000
Elevator	Stillwater	J. H. Townshend & Co.	Owner	300,000
Total River Div.				4,454,200

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY (HASTINGS & DAKOTA DIV.).

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Warehouse	Chanbassen	Millers Association	T. Neally	6,000
Elevator	Fairfield	Perkins & Balch	Owners	30,000
"	Prior Lake	W. E. Hull	G. W. Ehle & Co.	7,000
"	"	"	"	10,000
"	"	"	"	5,000
Warehouse	Chaska	C., M. & St. P. Ry. Co.	Belchow & Co.	20,000
"	Cologne	Ames & Archibald	Owners	10,000
"	"	Bongard & Co.	"	8,000
Elevator	Norwood	M. Simoich	"	25,000
"	"	Jas. Slocum	"	30,000
"	"	C. H. L. Lange & Co.	G. W. Ehle & Co.	10,000
"	Plato	E. Holmes	"	20,000
Warehouse	"	"	"	20,000
"	Glencoe	Glencoe Elevator Co.	Owners	35,000
"	"	A. H. Reed & Co.	"	5,500
Warehouse	"	C., M. & St. P. Ry. Co.	Sievers & W. & J. Marsh	6,000
"	"	"	Kellogg, Lange & M.	15,000
Elevator	Sumpter	Goodnow, Ives & Co.	Owners	30,000
Warehouse	"	"	"	8,000
Elevator	Brownston	Strickland & Baker	"	20,000
"	"	Ames & Archibald	"	25,000
"	Stewart	Bean & Tennant	"	40,000
"	"	W. F. Meader & Co.	A. N. Hathaway	25,000
"	"	A. J. Hall	Owner	6,000
Warehouse	Buffalo Lake	Kellogg, Lange & M.	"	10,000
"	"	Fairbault Millers Ass'n	"	10,000
Elevator	Hector	Cannon River Mfg. Co.	"	45,000
"	"	E. T. Archibald	Ames & Archibald	55,000
"	Bird Island	A. H. Reed & Co.	Owners	20,000
"	"	J. W. Ladd	"	40,000
"	Olivia	La Grange Mill Co.	Red Wing Mill Co.	50,000
"	"	Kellogg, Lange & M.	P. Abercrombie	15,000
"	Renville	"	Owners	15,000
"	"	"	G. W. Ehle & Co.	35,000
Warehouse	Sacred Heart	"	Owners	12,000
"	"	"	"	15,000
Elevator	"	H. W. Pratt & Co.	"	15,000
Warehouse	"	"	"	17,000
Elevator	Minnesota Falls	La Grange Mill Co.	"	25,000
Warehouse	"	"	"	10,000
Elevator	Granite Falls	B. F. Pillsbury & Co.	"	200,000
"	"	H. W. Pratt & Co.	"	60,000
"	"	J. A. Weaver	"	12,000
"	Myers	H. W. Pratt & Co.	"	15,000
"	Montevideo	Case & Whitmore	"	40,000
"	"	Kellogg, Lange & M.	"	30,000

TABLE XXVIII—Continued.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY (HASTINGS & DAKOTA DIVISION.)—Concluded.

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Warehouse.....	Montevideo.....	Lane K. Stone.....	Owners.....	60,000
".....	".....	".....	".....	10,000
".....	".....	C. M. & St. Paul Ry. Co.....	H. W. Pratt & Co.....	10,000
Elevator.....	Watson.....	Theo. Hanson.....	Owner.....	50,000
".....	".....	Kellogg, Lange & M.....	".....	30,000
".....	".....	C. V. Langr.....	".....	60,000
Warehouse.....	Milan.....	H. W. Pratt & Co.....	".....	8,000
".....	".....	Ames & Archibald.....	".....	8,000
Elevator.....	Appleton.....	LaGrange Mill Co.....	".....	40,000
".....	".....	S. Norrish.....	".....	40,000
".....	".....	E. A. Barrage.....	".....	25,000
".....	Odessa.....	H. W. Pratt & Co.....	J. M. Sherman.....	18,000
Warehouse.....	".....	".....	".....	7,000
Elevator.....	Ortonville.....	H. Van Inivegan.....	Owner.....	50,000
".....	Big Stone City.....	Thorndike Bros.....	".....	50,000
".....	".....	Beyon & Mace.....	".....	30,000
Total H. & D. Div....				1,658,500

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY (SOUTHERN MINNESOTA DIV.)

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Elevator.....	Hokah.....	E. Thompson.....	Hodges & Hyde.....	30,000
".....	".....	Cargill Bros.....	Owners.....	20,000
Warehouse.....	".....	Hodges & Hyde.....	".....	5,000
".....	Mound Prairie.....	J. A. Eberhard.....	".....	4,000
".....	Houston.....	L. B. & Co.....	Cargill Bros.....	6,000
".....	".....	C. M. & St. Paul Ry. Co.....	".....	6,000
".....	".....	W. Buell.....	".....	5,000
".....	".....	Cargill Bros.....	".....	5,000
Elevator.....	Rushford.....	Hodges & Hyde.....	Owners.....	9,000
Warehouse.....	".....	".....	".....	4,000
".....	".....	L. B. & Co.....	Hodges & Hyde.....	4,000
".....	".....	M. J. Desmond.....	Owner.....	5,000
".....	".....	B. D. Sprague.....	".....	4,000
".....	Peterson.....	C. M. & St. Paul Ry. Co.....	Hodges & Hyde.....	2,000
Elevator.....	Whalan.....	W. W. C. & Bro.....	Owners.....	8,000
Warehouse.....	".....	".....	".....	5,000
".....	".....	C. M. & St. Paul Ry. Co.....	Hodges & Hyde.....	5,000
Elevator.....	Lanesboro.....	A. G. Nash.....	W. W. C. & Bro.....	25,000
Warehouse.....	".....	C. M. & St. Paul Ry. Co.....	Hodges & Hyde.....	3,000
".....	".....	Mrs. Ramsey.....	O. Iverson.....	1,500
".....	".....	L. B. & Co.....	Hodges & Hyde.....	5,000
Elevator.....	Fountain.....	Hodges & Hyde.....	".....	9,000
Warehouse.....	".....	".....	".....	5,000
".....	".....	".....	".....	8,000
".....	".....	W. W. C. & Bro.....	Owners.....	4,000
".....	".....	L. B. & Co.....	W. W. C. & Bro.....	4,000
Elevator.....	Wykoff.....	W. W. C. & Bro.....	".....	10,000
Warehouse.....	".....	Egleston & Jones.....	M. Egleston.....	8,000
".....	".....	Jacob Rau.....	E. D. Bartlett.....	6,000
".....	".....	Hodges & Hyde.....	Owners.....	4,000
".....	".....	W. W. C. & Bro.....	".....	4,000
".....	".....	Hodges & Hyde.....	".....	3,000
Elevator.....	Spring Valley.....	Gralling & Bro.....	".....	24,000
".....	".....	Cargill Bros.....	".....	6,000
".....	".....	Hodges & Hyde.....	".....	6,000
".....	".....	T. J. Thayer.....	Not in use.....	2,000
".....	".....	E. Fleck.....	".....	1,000
".....	".....	P. McGeoch.....	Gralling & Bros.....	3,000

TABLE XXVIII. — *Continued.*CHICAGO, MILWAUKEE & ST. PAUL RAILWAY (SOUTHERN MINNESOTA DIVISION.) — *Continued.*

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Warehouse	Spring Valley	Graling & B.	Graling & Bros.	4,000
"	"	Cargill Bros.	Owners	6,000
"	"	Hodges & Hyde.	"	5,000
Elevator	Grand Meadow	W. W. C. & Bro.	Cargill Bros.	4,000
"	"	Hodges & Hyde.	Owners	20,000
"	"	G. W. Wood.	Not used	20,000
Warehouse	"	Hodges & Hyde.	Owners	10,000
"	"	"	"	4,000
"	"	W. W. C. & Bro.	"	4,000
"	"	E. M. Barnard.	"	4,000
"	"	C. W. Martin.	"	4,000
Elevator	Dexter	W. W. C. & Bro.	"	5,000
Warehouse	"	"	"	3,000
"	"	Loomis	Hodges & Hyde.	6,000
"	"	Hodges & Hyde.	"	4,000
Elevator	Brownsdale	W. W. Cargill & Bro.	Not used	6,000
"	"	Hodges & Hyde.	Owners	4,000
"	"	C. O. Bigelow	"	6,000
Warehouse	"	W. W. Cargill & Bro.	"	10,000
"	"	Hodges & Hyde.	"	6,000
"	"	C. O. Bigelow	"	6,000
"	Ramsey	Hodges & Hyde.	"	4,000
"	"	Cargill Bros.	"	5,000
Elevator	Oakland	"	Hodges & Hyde.	5,000
Warehouse	"	"	Owners	20,000
"	Hayward	"	"	5,000
"	"	Hodges & Hyde.	"	5,000
"	"	Campbell & M.	Not used	5,000
Elevator	Albert Lea	W. W. Cargill & Bro.	Owners	3,500
Warehouse	"	T. H. Armstrong	"	12,000
"	"	W. W. Cargill & Bro.	"	6,000
"	"	C. M. Wilkinson	Not used	6,000
Elevator	Armstrong	T. H. Armstrong	Owner	2,000
Warehouse	"	"	"	7,000
"	"	"	"	4,000
Elevator	Alden	C. M. & St. P. Ry. Co.	Hodges & Hyde.	4,000
"	"	W. W. C. & Bro.	Owner	27,000
Warehouse	"	W. Martin	Wm. Listman	8,000
"	"	Cargill Bros.	Owners	6,000
"	"	L. F. Hodges	Hodges & Hyde.	6,000
"	"	Hodges & Hyde.	"	4,000
"	Wells	"	"	5,000
"	"	Cargill Bros.	Owners	5,000
"	"	A. L. Taylor	"	4,000
"	"	Hodges & Hyde.	"	5,000
"	"	Myers & B.	"	5,000
"	"	Cargill Bros.	"	6,000
"	Easton	Hodges & Hyde.	"	4,000
"	"	"	"	8,000
"	"	W. W. C. & Bro.	"	6,000
"	"	"	"	6,000
Elevator	Delavan	H. Quimley	Under construction.	
"	"	Hodges & Hyde.	Owner	15,000
"	"	W. W. Cargill & Bro.	"	10,000
Warehouse	"	Hodges & Hyde.	"	5,000
"	"	W. W. Cargill & Bro.	"	4,000
"	"	T. Bailey & Son	"	1,500
"	Winnepago City	Cargill Bros.	"	6,000
"	"	Hodges & Hyde.	Cargill & Bro.	5,000
"	"	D. P. Wosgott	Owner	3,500
"	"	C. M. Cabe	Doud	3,000
"	"	J. C. Easton	"	8,000
"	"	W. W. Howe	"	3,000
"	Huntley	Hodges & Hyde.	Owners	4,500
"	Fairmont	W. W. C. & Bro.	"	6,000
"	"	Hodges & Hyde.	"	6,000
"	Welcome	W. W. C. & Bro.	"	6,000
"	Sherburne	"	"	6,000

TABLE XXVIII—Continued.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY (SOUTHERN MINNESOTA DIVISION.)—Concluded.

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Warehouse	Jackson.....	Cargill Bros.....	Owners.....	6,000
"	"	Hodges & H.....	"	6,000
"	Lakefield.....	Cargill Bros.....	Hodges & Hyde.....	4,000
"	"	Hodges & H.....	"	4,000
"	Okabena.....	W. W. C. & Bro.....	Owners.....	4,000
None.....	Prairie Junction.....	None.....	None.....	
Warehouse	Fulda.....	W. W. C. & Bro.....	Owners.....	4,000
"	Iona.....	"	"	4,000
"	Fulda.....	J. T. Smith.....	"	2,500
"	Edgerton.....	W. W. C. & Bro.....	"	4,000
"	"	"	"	5,000
"	"	Hodges & Hyde.....	"	5,000
"	"	"	"	4,000
"	Hatfield.....	"	"	5,000
Elevator.....	Pipe Stone City.....	W. W. C. & Bro.....	"	20,000
"	"	"	"	20,000
Warehouse	"	"	"	5,000
"	"	Hodges & Hyde.....	"	5,000
"	Minnesota Lake.....	P. Kremer.....	"	12,000
"	"	S. T. Barnes.....	Hodges & Hyde.....	6,000
"	"	Cargill Bros.....	Owner.....	10,000
"	"	Hodges & Hyde.....	"	6,000
"	Mapleton.....	"	"	6,000
"	"	C. G. Spaulding.....	"	6,000
"	"	W. W. Cargill.....	"	6,000
"	"	Hodges & Hyde.....	Cargill Bros.....	4,000
"	"	C. Paegenkoft.....	Owner.....	4,000
"	Good Thunder.....	R. L. Houk.....	Hodges & Hyde.....	3,000
"	"	J. G. Graham.....	Owner.....	5,000
"	"	A. C. Wood.....	Not in use.....	5,000
"	"	Hodges & Hyde.....	Cargill Bros.....	7,000
"	"	Cargill Bros.....	"	2,000
"	"	Spaulding & Flannigan.....	Flannigan.....	6,000
"	Rapidan.....	C. M. & St. P. Ry. Co.....	Hodges & Hyde.....	5,000
Elevator.....	Mankato.....	"	Cargill Bros.....	16,000
			Total S. M. Div.....	920,500

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY (IOWA AND DAKOTA DIVISION.)

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Elevator.....	Lyle.....	Bassett H & Co.....	Owners.....	38,000
Warehouse	Otranto.....	"	"	10,000
Elevator.....	Lyle.....	E. P. B. & Co.....	Bassett H & Co.....	20,000
			Total I. & D. Div.....	68,000

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, (DUBUQUE DIVISION.)

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Warehouse	Caledonia Junc.....	None.....	"	
"	Brownsville.....	D. J. Reynolds.....	Owner.....	50,000
"	"	A. T. McMichaels.....	"	50,000
"	"	"	"	6,000
"	La Crescent.....	"	"	6,000
"	Freeburg.....	None.....	"	

TABLE XXVIII — *Continued.*

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY (DUBUQUE DIV.)— Concluded.

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Elevator.....	Caledonia.....	C., M. & St. P. Ry. Co.....	A. F. McMichaels.....	18,000
".....	Spring Grove.....	".....	".....	12,000
".....	Newhouse.....	".....	".....	12,000
".....	Mabel.....	".....	".....	12,000
".....	Harmony.....	".....	".....	12,000
".....	Preston.....	".....	".....	16,000
Total Dakota Div.....				194,000

TOTALS OF DIVISIONS.

	Capacity in Bushels.
Iowa & Minnesota Division.....	1,863,500
Wabasha Division.....	427,000
River Division.....	4,454,200
Hastings & Dakota Division.....	1,658,500
Southern Minnesota Division.....	920,500
Iowa & Dakota Division.....	68,000
Dubuque Division.....	194,000
Total Chicago, Milwaukee & St. Paul.....	9,585,700

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY.

By Whom Operated.	Location.	Line of Railway.	Capacity in Bushels.
G. W. Van Dusen & Co.....	Shakopee.....	Chicago, St. Paul, Minn. & Omaha Ry.	25,000
F. H. Peavey & Co.....	Jordan.....	"	15,000
G. W. Van Dusen & Co.....	Belle Plaine.....	"	50,000
".....	Blakely.....	"	12,000
".....	East Henderson.....	"	20,000
".....	St. Peter.....	"	22,000
".....	Mankato.....	"	20,000
".....	Lake Crystal.....	"	25,000
".....	Madelia.....	"	20,000
".....	Winnebago City.....	"	20,000
".....	Blue Earth City.....	"	20,000
".....	Minneopa.....	"	5,000
C. B. Frazer.....	Garden City.....	"	2,000
Barnes & Co.....	Edgewood.....	"	5,000
Larson & Davis.....	Lake Crystal.....	"	5,000
H. Humphrey.....	".....	"	2,000
".....	Amboy.....	"	5,000
".....	Le Sueur.....	"	25,000
".....	".....	"	25,000
C. E. Davis.....	Lake Crystal.....	"	15,000
J. Harden.....	Butterfield.....	"	2,000
Schroder & Reimer.....	Mountain Lake.....	"	2,500
Goetz & Ewert.....	".....	"	3,500
A. Penner.....	".....	"	3,500
McGregor Bros.....	Windom.....	"	5,000
Iowa Land Co.....	Bigelow.....	"	12,000
F. H. Peavey & Co.....	Beaver Creek.....	"	4,000
Total.....			370,500

TABLE XXVIII — *Continued.*

MINNEAPOLIS & ST. LOUIS RAILWAY.

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Elevator	Minneapolis.....	Minneapolis Elevator Co.....	Minn. Elevator Co.....	950,000
"	"	(Huntington, Potter & E.).....	Van Dusen & Co.....	300,000
"	"	Minn. Street Ry.....	Minn. Street Ry.....	120,000
Warehouse.....	Eden Prairie.....	S. Smith.....	S. Smith.....	2,500
Elevator	Chaska	F. P. Suger.....	F. P. Suger.....	2,000
Warehouse	"	F. W. Henning.....	F. W. Henning.....	1,500
"	"	Lumfelter & Faber.....	Lumfelter & Faber.....	3,000
Elevator	Carver	A. Knoblauch.....	G. Sunwall.....	30,000
"	"	E. Holmes.....	"	40,000
Warehouse	Merriam Junct.....	G. Sunwall.....	"	8,000
Elevator	Jordan	F. Nicoln.....	F. Nicoln.....	80,000
"	"	"	"	50,000
"	New Prague.....	M. Sumner.....	M. Sumner.....	40,000
"	"	F. Nicoln.....	F. Nicoln.....	35,000
"	"	J. Maertz.....	J. Maertz.....	10,000
Warehouse.....	"	A. W. Mertens.....	A. W. Mertens.....	5,000
"	"	M. Remish.....	M. Remish.....	3,000
"	"	M. Sumner.....	M. Sumner.....	10,000
Elevator	Montgomery	Meeler & Phelps.....	Meeler & Phelps.....	30,000
Warehouse.....	"	T. W. Sheehy & Co.....	T. W. Sheehy & Co.....	5,000
"	"	A. Richter.....	A. Richter.....	10,000
"	Kilkenny	John Murphy.....	John Murphy.....	8,000
"	"	Dennis Doyle.....	Dennis Doyle.....	75,000
Elevator	Waterville	L. J. Rogers.....	L. J. Rogers.....	15,000
Warehouse	"	A. Kenrick.....	A. Kenrick.....	15,000
Elevator	Waseca	Millers Association.....	Eli Wood.....	35,000
"	"	J. M. Robertson & Co.....	J. M. Robertson & Co.....	25,000
"	Richland	Dimwood & Carson.....	Dimwood & Carson.....	40,000
Warehouse.....	"	"	A. J. Stensrod.....	20,000
"	Hartland	S. S. Cargill.....	S. S. Cargill.....	7,000
"	"	"	G. N. Miner.....	4,000
Elevator	Albert Lea.....	Braun & Skinner.....	Braun & Skinner.....	25,000
Warehouse	"	R. M. Todd & Co.....	R. M. Todd & Co.....	20,000
"	"	D. G. Parker.....	D. G. Parker.....	6,000
"	"	Board of Trade.....	I. France.....	8,000
"	"	S. S. Cargill.....	S. S. Cargill.....	6,000
Elevator	Lake Mills.....	G. Sunwall.....	G. Sunwall.....	25,000
Warehouse	"	"	"	10,000
"	"	E. & Williams.....	E. & Williams.....	12,000
Elevator	Lelandsburg	D. G. Parker.....	D. G. Parker.....	8,000
"	Forest City.....	G. Sunwall.....	G. Sunwall.....	25,000
"	"	"	"	30,000
"	Brett	K. K. Leguin.....	K. K. Leguin.....	25,000
"	"	D. R. Putnam.....	Lee Hankley.....	25,000
Total.....				2,204,000

TABLE XXVIII.—Continued.

MINNEAPOLIS & ST. LOUIS RAILWAY (CANNON VALLEY DIVISION.)

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Warehouse	Morristown	G. W. Ehle & Co.	S. M. West	15,000
Elevator	Faribault	Bean & Bean	Bean & Benn	50,000
"	"	Green, Gale & Co.	Green, Gale & Co.	60,000
"	"	Geo. Telison	Geo. Telison	20,000
Warehouse	"	Green, Gale & Co.	Green, Gale & Co.	30,000
"	"	Bean & Bean	Bean & Benn	25,000
"	Dundas	Archibald & Co.	Archibald & Co.	60,000
Elevator	Northfield	Ames & A.	Ames & A.	3,500
"	Cannon Falls	W. L. Luce	W. L. Luce	55,000
Warehouse	"	"	"	15,000
Elevator	Red Wing	Sheldon & Co.	Sheldon & Co.	75,000
"	"	J. Lamberton	Simons & S.	55,000
"	"	Simmons & S.	"	55,000
"	"	Minneapolis Elevator Co.	J. Oneil	55,000
"	"	G. H. Davis	G. H. Davis	50,000
"	"	Geo. Wilkinson	F. Sebach	20,000
Warehouse	"	Simmons & S.	Simmons & S.	55,000
"	"	F. B. Sheldon	F. B. Sheldon	55,000
"	"	S. Stevens	S. Stevens	25,000
Total				778,500

MINNEAPOLIS & ST. LOUIS RAILWAY (PACIFIC DIVISION).—Concluded.

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Warehouse	Winthrop	Pacific Elevator Co.	W. F. Meader & Co.	8,000
Elevator	"	"	"	30,000
Warehouse	Gibbon	"	"	3,000
"	"	W. Sims	W. Sims	4,000
Elevator	Fairfax	Pacific Elevator Co.	Pacific Elevator Co.	25,000
Warehouse	"	"	"	2,000
"	Franklin	"	"	10,000
"	"	Johnson & Henry	Johnson & Henry	12,000
Elevator	Morton	Pacific Elevator Co.	Pacific Elevator Co.	30,000
"	Minnetonka M's.	Minn. Mill Co.	Minn. Mill Co.	50,000
Warehouse	Excelsior	C. H. Buswall	W. B. Jones	1,000
"	Waconia	Minn. Mill Co.	Minn. Mill Co.	6,000
"	"	"	"	12,000
"	"	Minn. & Dak. Elevator Co.	Minn. & Dak. El. Co.	12,000
"	"	C. Henning & Co.	C. Henning & Co.	6,000
"	"	A. Elseline	A. Elseline	3,000
"	"	A. C. Larson	A. C. Larson	4,000
"	Hamburg	Minn. Mill Co.	Minn. Mill Co.	4,000
Elevator	"	J. Slocum, Jr.	J. Slocum, Jr.	25,000
"	Green Isle	Pacific Elevator Co.	W. F. Meader & Co.	20,000
"	Arlington	"	"	50,500
"	Gaylord	"	"	50,000
Elevator	Delhi	Meader & Co.	Pacific Elevator Co.	20,000
"	Wood Lake	Pacific Elevator Co.	L. & D.	25,000
"	Hanley	W. F. Meader	Fred. Podratz	25,000
"	Clarkfield	Pacific Elevator Co.	Pacific Elevator Co.	25,000
"	Boyd	"	"	25,000
"	Dawson	"	"	25,000
"	Madison	"	"	25,000
"	Marietta	"	"	25,000
"	Reville	"	"	25,000
"	Wilson	"	"	25,000
"	Troy	"	"	25,000
"	Waverly	"	"	25,000
"	Watertown	"	"	25,000
Warehouse	Redwood	Meader & Co.	"	14,000
"	Echo	Pacific Elevator Co.	"	10,000
"	Hogel Run	"	"	15,000
Total				721,000

Main Line..... 2,204,000
 Cannon Valley Division..... 778,500
 Pacific Division..... 721,000

Total, Minneapolis & St. Louis Railway..... 3,703,500

TABLE XXVIII.—*Continued.*

NORTHERN PACIFIC RAILWAY (ST. PAUL DIVISION).

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in bushels.
Elevator.....	Rices.....	Outside parties.....	Not reported.	30,000
Warehouse ..	"	"		4,000
"	"	"		4,000
Eleva'or.....	Royalton	"		30,000
Warehouse ..	"	"		4,000
Elevator.....	Little Falls	A. J. Sawyer.....		30,000
Warehouse ..	"	"		4,000
"	Belle Prairie	"		4,000
"	Fort Ripley.....	"		4,000
Total St. Paul Div.....				114,000

NORTHERN PACIFIC RAILWAY, (L. F. & D. BRANCH.)

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in bushels.
Warehouse.....	Swanville.....	A. J. Sawyer	Not reported.	25,000
"	Grey Eagle.....	"		25,000
"	Westport	"		25,000
Elevator.....	Villard.....	"		30,000
Warehouse	"	"		25,000
"	Glenwood.....	"		25,000
Elevator.....	Starbuck.....	"		30,000
Warehouse	"	"		25,000
"	Scandiaville	"		25,000
Total L. F. & D. branch				242,000

NORTHERN PACIFIC RAILWAY (MINNESOTA DIVISION).

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in bushels.
Elevator "A".....	Duluth.....	Lake Superior Elevator Co.	Not reported.	750,000
" "B".....	"	"		1,000,000
" "C".....	"	"		1,000,000
Warehouse.....	Staples Mill.....	Outside parties.....	Not reported.	5,000
"	Downer Lake	"		8,000
"	Aldrich.....	"		5,000
Elevator.....	Verndale.....	N. P. Elevator Co.....		18,000
"	Wadena	"		40,000
"	"	"		12,000
Warehouse.....	Bluffton.....	"		2,000
Elevator.....	Perham.....	"		40,000
Warehouse.....	"	"		4,000
"	"	"		4,000
"	Detroit.....	"		5,000
3 Warehouses.....	Audubon.....	"		12,000
Elevator.....	Lake Park	"		65,000
"	Hawley.....	"		70,000
Warehouse.....	Muskoda.....	Outside parties.....		10,000
Elevator.....	Glyndon.....	N. P. Elevator Co.....		60,000
"	Tenny.....	"		45,000
"	E. of Moorhead.....	Outside parties.....		16,000
"	Moorhead.....	"		175,000
"	Lake Park.....	N. P. Elevator Co.....	N. P. Elevator Co.....	50,000
"	Audubon.....	"	"	50,000
"	Henning.....	"	"	60,000
"	Cattle Lake.....	"	"	60,000
"	Haven.....	J. D. Cable.....	J. D. Cable.....	25,000
"	Villard.....	Warner & Robinson.....	Warner & Robinson.....	25,000
"	Glyndon.....	"	"	30,000
"	Hawley.....	N. P. Elevator Co.....	N. P. Elevator Co.....	40,000
				3,689,000

St. Paul Division..... 114,000
L. F. & D. Branch..... 242,000
Minnesota Division..... 3,689,000

Total Northern Pacific Railway..... 4,045,000

TABLE XXVIII—*Continued.*

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY (BRECKENRIDGE DIVISION).

Kind.	Location.	By Whom Owned.	Capacity in Bushels.
Elevator	Long Lake	Thos. Hellion	2,000
"	"	Shuler & Co.	17,000
"	Delano	Delano Elevator Co.	30,000
Warehouse	"	L. Hausch	10,000
Elevator	Montrose	A. McEarmid	15,000
"	"	Skandinavian Bank, Minneapolis	15,000
"	Waverly	Minn. & Dakota Elevator Co.	30,000
"	"	P. E. Barrett	30,000
Warehouse	"	Quinn Bros.	20,000
Elevator	Howard Lake	Minn. & Dakota Elevator Co.	20,000
"	"	Caffield & McDonald	33,000
"	Smith Lake	R. M. Morgan	10,000
"	Cokato	Minn. & Dakota Elevator Co.	30,000
"	"	L. Coffield	20,000
"	"	Carlson & Ojanpera	30,000
"	Dassel	Minn. & Dakota Elevator Co.	40,000
"	"	Dassel Elevator Co.	35,000
Warehouse	"	Minn. & Dakota Elevator Co.	25,000
Elevator	Darwin	"	50,000
"	Litchfield	"	30,000
"	"	Shaw & Echeers	80,000
"	"	J. M. Howard	20,000
"	"	Cargill Bros.	30,000
"	"	Flynn Bros.	60,000
"	Grove City	C. E. Lindberg	45,000
"	"	Reitan, Christianson & P.	24,000
"	"	O. L. Dudley & Co.	30,000
"	Atwater	Minn. & Dakota Elevator Co.	50,000
"	"	M. Johnson & Co.	15,000
"	"	"	20,000
"	Kandiyohi	Kandiyohi Co. Elevator Co.	35,000
"	"	Free Elevator	40,000
"	Wilmar	Northwestern Elevator Co.	50,000
"	"	Minn. & Dakota Elevator Co.	40,000
"	"	Wilmar Elevator Co.	35,000
"	St. Johns	Minn. & Dakota Elevator Co.	55,000
"	Kerkoven	"	40,000
Warehouse	"	Kerkoven Free Elevator Co.	15,000
"	"	Minn. & Dakota Elevator Co.	30,000
"	Murdock	Mulford & Bowen	80,000
Elevator	De Graff	Red Wing Mill Co.	75,000
"	Benson	Minn. & Dakota Elevator Co.	32,000
"	"	Benson Elevator Co.	40,000
"	"	Northwestern Elevator Co.	25,000
"	Clontarf	J. J. Sleavin	17,000
"	"	D. F. McDermott	40,000
"	Hancock	Minn. & Dakota Elevator Co.	35,000
"	"	R. Barden	8,000
Warehouse	"	B. S. Bull	15,000
"	"	Stervart	40,000
Elevator	Norris	Minn. & Dakota Elevator Co.	50,000
"	"	Union Elevator	45,000
"	"	Round Elevator	30,000
"	Donnelly	A. J. Sawyer	8,000
Warehouse	"	"	75,000
Elevator	Herman	Minn. & Dakota Elevator Co.	40,000
"	"	Frank Thomas	30,000
"	Norcross	Minn. & Dakota Elevator Co.	20,000
"	"	C. R. Smith & Co.	10,000
Warehouse	Fintash	"	30,000
Elevator	Campbell	Round Elevator	30,000
Warehouse	"	Baker & Knapp	30,000
"	"	Mulford & Bowen	10,000
"	Breckenridge	R. Phelps	2,009,000
Total, Breckenridge Division			2,009,000

TABLE XXVIII—*Continued.*

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY (FERGUS FALLS DIVISION).

Kind.	Location.	By Whom Owned.	Capacity in Bushels.
Elevator	Anoka	Washburn Mill Co.	45,000
"	Elk River	Miller & Houlton	15,000
Warehouse	Big Lake	" "	5,000
Elevator	Becker	" "	8,000
"	Clear Lake	Pillsbury & Hulbert	15,000
Warehouse	Haven	John Cable	15,000
Elevator	St. Cloud	Pillsbury & Hulbert	32,000
"	St. Joseph	" "	60,000
Warehouse	"	Maurin Bros.	10,000
"	Avon	Franki Ech	1,000
"	Albany	Joseph Kracker	6,000
"	"	Batz & Wimmer	3,000
"	"	Shafer & Eummel	3,000
"	Freeport	John Hoeshen	15,000
"	"	A. Rieland	15,000
Elevator	Melrose	H. J. Hoskamp	38,000
"	"	G. M. Kolb	6,000
"	"	Edelbrock Bros.	10,000
"	"	M. J. Hogan & W. Vuger	15,000
Warehouse	"	Kalkman & Bogerding	7,000
Elevator	Sauk Centre	Pillsbury & Hulbert	33,000
"	"	N. Hoople	20,000
Warehouse	West Union	P. Ritter	2,500
Elevator	Osakis	Pillsbury & Hulbert	30,000
"	"	J. B. Johnson	30,000
Warehouse	Nelson	Pillsbury & Hulbert	8,000
Elevator	Alexandria	" "	55,000
"	"	" "	38,000
Warehouse	Garfield	" "	20,000
Elevator	Brandon	" "	54,000
"	"	Northwestern Elevator Co.	30,000
"	"	David Dows & Co.	10,000
"	Evansville	Pillsbury & Hulbert	70,000
"	"	O. N. Olstrom	55,000
"	Ashby	Northwestern Elevator Co.	30,000
"	"	Pillsbury & Hulbert	21,000
"	"	David Dows & Co.	10,000
"	Dalton	Pillsbury & Hulbert	41,000
Warehouse	"	Brooke Bros.	23,000
Elevator	Fergus Falls	David Dows & Co.	10,000
"	Monticello	Minnesota & Dakota Elevator Co.	40,000
"	"	F. Hitter	30,000
"	Clearwater	Minnesota & Dakota Elevator Co.	30,000
"	Long Prairie	Jacob Fisher	18,000
Warehouse	Eagle Bend	Pillsbury & Hulbert	8,000
Total Fergus Falls Division			1,035,500

TABLE XXVIII—Continued.

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY (NORTHERN DIVISION).

Kind.	Location.	By Whom Owned.	Capacity in Bushels.
Elevator.....	Carlisle.....	Maurin Bros.....	30,000
".....	Rothsay.....	Northwestern Elevator Co.....	30,000
".....	".....	Pillsbury & Hulbert.....	30,000
Warehouse.....	".....	Brooke Bros.....	18,000
".....	Lawndale.....	L. H. Colby.....	8,000
Elevator.....	Barnesville.....	Pillsbury & Hulbert.....	33,000
".....	".....	Farmers Union Elevator Co.....	30,000
".....	Glyndon.....	".....	30,000
".....	".....	Northern Pacific Elevator Co.....	40,000
Warehouse.....	Felton.....	Pillsbury & Hulbert.....	20,000
Elevator.....	Ada.....	".....	75,000
".....	".....	Northwestern Elevator Co.....	30,000
".....	".....	Sterritt Elevator Co.....	50,000
Warehouse.....	Rolette.....	".....	8,000
".....	".....	Morgan Elevator Co.....	2,000
Elevator.....	Belt aml.....	Sterritt Elevator Co.....	30,000
Warehouse.....	Russia Farm.....	".....	12,000
Elevator.....	Kittson.....	".....	15,000
".....	Carmen.....	".....	60,000
".....	".....	Farmers Union Elevator Co.....	30,000
".....	".....	E. S. Corser.....	40,000
".....	Crookston.....	Northwestern Elevator Co.....	45,000
".....	".....	Pillsbury & Hulbert.....	50,000
Warehouse.....	".....	Sterritt Elevator Co.....	30,000
".....	Shirley.....	".....	12,000
Elevator.....	Euclid.....	".....	30,000
Warehouse.....	".....	Pillsbury & Hulbert.....	15,000
Elevator.....	Angus.....	".....	20,000
".....	".....	Farmers Union.....	30,000
Warehouse.....	".....	Sterritt Elevator Co.....	10,000
Elevator.....	Warren.....	Farmers Union.....	30,000
".....	".....	F. W. Woodward.....	35,000
".....	".....	Pillsbury & Hulbert.....	40,000
Warehouse.....	".....	".....	16,000
".....	".....	Sterritt Elevator Co.....	10,000
".....	".....	W. H. Gilbert.....	5,000
Elevator.....	Argyle.....	March & Spaulding.....	1,000
".....	".....	Pillsbury & Hulbert.....	70,000
Warehouse.....	".....	Farmers Union.....	30,000
Elevator.....	Stephen.....	Robert Fairweather.....	6,000
".....	".....	Sterritt Elevator Co.....	30,000
Warehouse.....	Donaldson.....	Farmers Union.....	30,000
".....	".....	Sterritt Elevator Co.....	12,000
".....	".....	C. S. Smith.....	6,000
Elevator.....	Kennedy.....	E. N. Davis.....	5,000
".....	Hallock.....	Kennedy L. & T. Co.....	14,000
".....	".....	Sterritt Elevator Co.....	15,000
Warehouse.....	Northcote.....	A. M. Eklund.....	30,000
".....	Humboldt.....	Sterritt Elevator Co.....	12,000
Elevator.....	St. Vincent.....	D. H. Valentine.....	5,000
".....	Sabin.....	Red Wing Mill Co.....	75,000
".....	".....	Pillsbury & Hulbert.....	58,000
".....	".....	Farmers Union Elevator Co.....	30,000
Warehouse.....	Moorhead.....	Pillsbury & Hulbert.....	60,000
".....	Elizabeth.....	M. M. Association.....	7,000
".....	".....	Maurin Bros.....	7,000
Elevator.....	Echart.....	Pillsbury & Hulbert.....	20,000
".....	Pelican Rapids.....	".....	30,000
".....	".....	L. W. Gray.....	18,000
".....	".....	R. L. Frazee.....	60,000
".....	Kragness.....	Pillsbury & Hulbert.....	33,000
".....	Georgetown.....	".....	20,000
".....	Lee.....	".....	30,000
".....	Hendrum.....	".....	33,000
".....	Halstead.....	".....	33,000
".....	".....	Grandin Line E. Co.....	10,000

TABLE XXVIII—*Continued.*

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY (NORTHERN DIVISION).

Kind.	Location.	By Whom Owned.	Capacity in Bushels.
Warehouse	St. Hilaire.....	Sterritt E. Co.....	12,000
"	Manston.....	Pillsbury & Hulbert.....	8,000
Elevator	Mallory	Sterritt E. Co.....	15,000
Total Nor. Div.....			1,819,000

Total for all divisions 4,863,500

TABLE XXVIII—*Continued.*

WINONA & ST. PETER RAILROAD.

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Elevator	Winona.....	C. & N. W. Ry. Co.....	Not Reported.	150,000
"	"	W. G. McCutcheon.....		25,000
Warehouse	"	Maj. Morrill.....		15,000
Elevator	"	G. H. Krumdick.....		40,000
"	"	Winona Mill Co.....		150,000
"	"	L. C. Porter Mill Co.....		100,000
Warehouse.....	Minnesota City.....	A. D. Ellsworth.....		30,000
Elevator	"	"		15,000
Warehouse.....	Stockton.....	L. C. Porter Mill Co.....		5,000
Elevator	Lewiston.....	Giensman & Newman.....		7,000
"	"	W. G. McCutcheon.....		8,000
"	Utica.....	B. Ellsworth.....		50,000
"	"	C. W. Scofield.....		28,000
"	"	H. W. Lamberton.....		20,000
"	"	W. G. McCutcheon.....		15,000
Warehouse.....	"	A. D. Ellsworth.....		10,000
Elevator	St. Charles.....	C. W. Scofield.....		24,000
Warehouse.....	"	"		10,000
Elevator.....	"	T. D. Scofield.....		10,000
"	"	L. Schnell.....		15,000
"	Dover.....	Dyer, Ingham & Co.....		50,000
"	"	"		25,000
Warehouse.....	"	"		5,000
Elevator	"	H. Brown.....		25,000
"	Eyota.....	A. B. Blair.....		25,000
"	"	G. W. Van Dusen & Co.....		10,000
Warehouse.....	"	"		6,000
Elevator	"	C. P. Russell.....		20,000
"	Chester.....	G. W. Van Dusen.....		10,000
Warehouse.....	"	"		8,000
Elevator.....	Rochester.....	"		40,000
Warehouse.....	"	"		125,000
Elevator.....	"	Whitten & Judd.....		35,000
Warehouse.....	"	"		2,000
Elevator.....	"	I. A. Whiting.....		20,000
"	"	A. Whiting.....		35,000
"	"	Wm. Buck.....		40,000
"	"	G. W. Van Dusen & Co.....		15,000
Warehouse.....	"	"		14,000
Elevator	Karson.....	W. G. McCutcheon.....		40,000
"	"	Whitten & Houston.....		35,000
"	"	L. C. Porter Mill Co.....		20,000
"	Dodge Center.....	G. W. Van Dusen & Co.....		15,000
Warehouse.....	"	"		16,000
Elevator.....	"	D. C. Fairbanks.....		50,000
"	"	"		12,000
Warehouse.....	"	"		10,000
Elevator.....	Claremont.....	G. W. Van Dusen & Co.....		30,000

TABLE XXVIII—Continued.

WINONA & ST. PETER RAILROAD.—Continued.

Kind.	Location.	BY WHOM OWNED.	By Whom Operated.	Capacity in Bushels.
Elevator.....	Claremont	D. C. Fairbanks.....	Not reported.	30,000
Warehouse.....	"	John Edwards.....		10,000
Elevator.....	Havana	Winona Mill Co.....		8,000
Warehouse.....	Devabonna	H. M. Hastings.....		10,000
Elevator.....	"	Winona Mill Co.....		6,000
Warehouse.....	"	Burdick & M.....		15,000
"	"	J. B. Super		10,000
"	Meriden	G. W. Van Dusen & Co.....		10,000
Elevator.....	Waseca.....	W. G. McCutcheon		40,000
Warehouse.....	"	G. W. Van Dusen & Co.....		12,000
Elevator.....	Janesville.....	Stokes Bros.....		40,000
Warehouse.....	"	R. Chase.....		5,000
Elevator.....	Eagle Lake.....	Cummings & Osborn.....		12,000
"	Mankato	R. D. Hubbard & Co.....		175,000
"	"	W. & St. P. Ry. Co.....		65,000
"	Kasota	G. W. Van Dusen.....		5,000
"	Traverse	J. H. Doty.....		1,000
Warehouse.....	Oshawa	L. C. Porter Mill Co.....		3,000
Elevator.....	Nicollet.....	G. W. Van Dusen & Co.....		20,000
Warehouse.....	"	"		12,000
Elevator.....	"	L. C. Porter Mill Co.....		15,000
"	Courtland	J. H. Doty.....		24,000
Warehouse.....	"	L. C. Porter Mill Co.....		10,000
Elevator.....	New Ulm	G. W. Van Dusen & Co.....		20,000
Warehouse.....	"	"		15,000
"	"	Bingham Bros.....		12,000
"	"	H. Weighe		7,000
"	"	Eagle Mill Co.....		40,000
"	"	New Ulm Mill Co.....		85,000
"	"	Empire Mill Co.....		35,000
Elevator.....	Sleepy Eye.....	G. W. Van Dusen & Co.....		25,000
Warehouse.....	"	"		12,000
"	"	Ben Dixon & Eaton		12,000
"	"	A. D. Ellsworth.....		10,000
"	Springfield.....	A. G. Anderson.....		10,000
Elevator.....	"	G. W. Van Dusen & Co.....		10,000
Warehouse.....	"	"		8,000
Elevator.....	Sanborn.....	L. C. Porter Mill Co.....		10,000
"	Lamberton.....	Whitten & Judd.....		21,000
"	"	"		8,000
"	"	H. W. Lamberton.....		8,000
"	Walnut Grove.....	G. W. Van Dusen & Co.....		20,000
Warehouse.....	"	"		12,000
"	"	C. L. Webber.....		4,000
"	Tracy	Union Mill Co.....		9,000
Elevator.....	"	D. H. Evans.....		5,000
Warehouse.....	"	Whitten & Judd.....		32,000
Elevator.....	Amfret.....	Van Dusen & Co.....		20,000
Warehouse.....	"	"		5,500
Elevator.....	Marshall	"		16,000
Warehouse.....	"	"		12,000
"	"	H. B. Gary		8,000
"	"	A. D. Ellsworth.....		10,000
"	Ghent	Van Dusen & Co.....		9,000
Elevator.....	Minnesota.....	"		20,000
Warehouse.....	"	"		6,000
Elevator.....	"	L. C. Porter Mill Co.....		15,000
Warehouse.....	"	N. W. Jones.....		2,000
Elevator.....	Porter.....	L. C. Porter Mill Co.....		3,500
"	"	"		3,500
Warehouse.....	"	G. W. Van Dusen.....		9,000
Elevator.....	Canby	"		35,000
Warehouse.....	"	"		10,000
"	"	L. C. Porter Mill Co.....		4,000
Elevator.....	Gary	Whitten & Judd.....		10,000
"	"	L. C. Porter Mill Co.....		30,000
Warehouse.....	"	"		2,000
"	"	Van Dusen & Co.....		12,000
"	"	F. Bant		4,000
"	Altamont.....	S. H. Gogsfert		10,000

TABLE XXVIII.—*Concluded.*WINONA & ST. PETER RAILROAD.—*Concluded.*

Kind.	Location.	By Whom Owned.	By Whom Operated.	Capacity in Bushels.
Warehouse...	Goodwin.....	Van Dusen & Co.....	Not reported.	9,000
"	"	L. C. Porter Mill Co.....		4,000
"	Kranzburg.....	Van Dusen & Co.....		9,000
"	"	L. C. Porter Mill Co.....		4,000
Elevator.....	Watertown	Van Dusen & Co.....		30,000
Warehouse.....	"	"		10,000
Elevator.....	"	Winona Mill Co.....		30,000
Warehouse.....	"	"		10,000
Elevator.....	Chatfield.....	Van Dusen & Co.....		16,000
Warehouse.....	"	"		5,000
Elevator.....	"	C. M. Lovell.....		9,000
"	"	Milo White.....		4,000
"	Elgin.....	Richardson Bros.....		25,000
Warehouse.....	"	"		15,000
Elevator.....	"	J. W. Bryant.....		21,000
"	Viola	Van Dusen & Co.....		21,000
"	Plainview	H. J. O'Neill.....		30,000
"	"	Wm. Koenig.....		10,000
"	"	Van Dusen & Co.....		16,000
"	Douglas	"		20,000
Warehouse.....	Oronoco.....	D. J. Bascomb.....		1,000
Elevator.....	Pine Island	Van Dusen & Co.....		21,000
Warehouse.....	"	"		15,000
Elevator.....	Lena.....	"		16,000
"	"	"		25,000
Warehouse.....	Zumbrota	"		8,000
Elevator.....	Forest Mill.....	W. S. Wells & Co.....		35,000
"	Redwood Falls....	Van Dusen & Co.....		20,000
Warehouse.....	"	"		6,000
Elevator.....	"	O. P. Whitcomb.....		30,000
Warehouse.....	"	C. W. George & Co.....		30,000
Elevator.....	Morgan	Van Dusen & Co.....		18,500
Warehouse.....	"	"		9,000
		Total.....		3,171,500

Total for all roads.....25,739,700

TABLE XXIX.
STATEMENT OF BONDS ISSUED BY COUNTIES, MUNICIPALITIES AND TOWNS IN AID OF RAILWAYS.

Name of County, Municipality or Town.	County Bonds.	Rate per ct.	Municipal Bonds.	Rate per ct.	Town Bonds.	Rate per ct.	Expira- tion of Bonds.	Total per county.	To Whom Issued.
BLUE EARTH—									
City of Mankato.....			\$10,000	7			1891		J. H. Stewart
".....			81,500	7			1894		Central R. R. of Minnesota.
".....			15,000	7			1890		W. & S. P. R. R.
Lyra.....			15,000	7			1873		St. P. & S. C. R. R.
Napleton.....					\$15,000	7	1884		Central R. R.
Beauford.....					12,500	7	1884		"
Mankato.....					7,500	7	1884		"
Lime.....					6,000	7	1894		"
Vernon.....					2,000	7	1894		"
Garden City.....					7,500	7	1899		St. P. & S. C. R. R.
Totals.....			\$121,500		\$62,000			\$183,500	"
BIG STONE—									
Ortonville.....					\$8,500	6	1903	\$8,500	Fargo & St. Louis R. R. Co.
CARVER—									
Young America village.....					\$800	7	1891	\$800	M. & St. L. R. R.
CHISAGO—									
Chisago Lake.....					\$10,000	7	1900		Branch Line St. P. & D. from Wyoming to T. Falls.
Shafter.....					5,000	7	1900		T. Falls & L. S. R. R. Co.
Taylor's Falls.....					17,200	7	1891		Minneapolis & St. Louis.
Totals.....					\$32,200			\$32,200	
DAKOTA—									
Hastings.....			\$84,500	7.3			1890		Hastings & Dakota.
".....			7,800	7.3			1890		Milwaukee & St. Paul.
".....			25,000	7.3			1890		St. Paul & Chicago.
Totals.....			\$87,600					\$87,600	
DOUGLAS—									
Alexandria.....			\$700						St. P., M. & M. R. R.
Oakis.....					\$2,305	12	1876-84		"
Totals.....			\$700		\$2,305			\$3,005	"

TABLE XXIX. — Continued.

Name of County, Municipality or Town.	County Bonds.	Rate per cent.	Municipal Bonds.	Rate per cent.	Town Bonds.	Rate per cent.	Expira- tion of Bonds.	Total per County.	To Whom Issued.
FARIBAULT —									
Winnipeg City.....			\$5,000	7	\$38,000	7	1898		C. P. & S. C. R. R.
Winnipeg City.....					30,000	7	1900		S. M. R. R.
Clark.....					30,000	7	1894-97		Central R. R.
Minnesota Lake.....					5,000	7	1879		"
Winnipeg City.....					10,000	7	1898		St. P. & S. C. R. R.
Pilot Grove.....					5,000	7	1898		"
Jo Davis.....					5,500	7	1898		"
Blue Earth City.....					36,000	7	1898		"
Elmore.....					6,500	7	1898		"
Totals.....			\$5,000		\$136,000			\$141,000	
FILLMORE —									
Spring Valley.....					\$25,000	7	1900		Southern Minnesota R. R.
Jordan.....					5,000	7	1899		Chatfield R. R.
Chatfield.....					35,000	7	1899		"
Canton.....					12,000	7	1899		Cal., Miss. & Western R. R.
Harmony.....					12,000	7	1899		"
Newburg.....					12,000	7	1899		"
Preston.....					25,000	7	1899		"
Totals.....					\$126,000			\$126,000	
FREEBORN —									
Alden.....					\$15,000	7	1900		Southern Minnesota R. R.
Albert Lea.....					40,000	7	1899		"
Albert Lea.....					15,000	7	1907		Minneapolis & St. Louis R. R.
Shell Rock.....					15,000	7	1887		"
Harland.....					10,000	7	'82-1902		"
Totals.....					\$95,000			\$95,000	
GOODHUE —									
Cannon Falls.....			\$10,000						Cannon Valley R. R.
Red Wing.....			50,000	6			1884		C. M. & St. P. R. R.
Pine Island.....			45,000	7	\$25,000	7	1898		Rochester & Northern Minnesota R. R.
Zumbrota.....			4,500				1897		Minn. & Midland R. R.

TABLE XXIX.—Continued.

Name of County, Municipality or Town.	County Bonds.	Rate per ct.	Municipal Bonds.	Rate per ct.	Town Bonds.	Rate per ct.	Expira- tion of Bonds.	Total per County.	To Whom Issued.
Zumbrota					\$10,000	7	1898		Rochester & North Minn. R. R.
Minneota					10,000	7	1898		"
Minneota					20,000	7	1898		Minn. & Midland R. R.
Pine Island					20,000	7	1898		Rochester & North Minn. R. R.
Totals			\$109,000		\$85,000			\$194,500	
HENNEPIN —									
Minneapolis			\$250,000	7			'97-1901	\$250,000	Minneapolis & St. Louis R. R.
HOUSTON —									
Caledonia			\$20,000	7			1899		Caledonia & Miss. Railway Co.
Spring Grove					\$12,000	7	1899		"
Totals			\$20,000		\$12,000			\$32,000	
LE SUEUR —									
Waterville					\$20,000	7	1897		Minneapolis & St. Louis R. R.
Kilkenny					1,400	7	1890		"
Totals					\$21,400			\$21,400	
McLEOD —									
Glencoe					\$2,500	10	1877	\$2,500	Hastings & Dakota R. R.
MORRISON —									
.....	\$35,000	8					1911	\$35,000	Little Falls & Dakota.
MOWER —									
Pexter					\$11,500	7			Southern Minnesota R. R.
Red Rock					13,500	7			"
Grand Meadow					6,000	7			"
Totals					\$30,000			\$30,000	
NICOLLET —									
St. Peter			\$25,000	7			1891	\$25,000	Winona & St. Peter R. R.

TABLE XXIX.—Continued.

Name of County, Municipality or Town.	County Bonds.	Rate per c.	Municipal Bonds.	Rate per c.	Town Bonds.	Rate per c.	Expira- tion of bonds.	Total per County	To Whom Issued.
NOBLES—									
Worthington.....			\$6,300		\$5,500	6	1902		Cedar Rapids, Iowa Falls & Northwestern R. R.
Loraine.....					2,500	6	1902		"
Bigelow.....					2,000	6	1902		"
Elk.....					2,500	6	1902		"
Indian Lake.....					3,000	6	1902		"
Totals.....			\$6,300		\$15,500			\$21,800	
OLMSTED—									
Rochester.....			\$30,000	7	\$10,000		1898		Rochester & Northern R. R.
Viola.....					10,000	7	1899		Plainview R. R.
Elmira.....								\$50,000	Chatfield R. R.
Totals.....			\$30,000		\$20,000				
OTTER TAIL—									
	\$150,000	6					1900		Minnesota Northern, Fergus Falls to Pelican Rapids.
	50,000	6					1900		" west boundary.
Totals.....	\$200,000							\$200,000	
POPE—									
	\$65,000	8					1906		Little Falls & Dakota.
Totals.....	\$65,000							\$65,000	
RAYSEY—									
St. Paul.....			\$112,000	6			1898		Lake Superior & Miss. R. R.
".....			88,000	6			1898		"
".....			100,000	6			1900		St. Paul & Chicago R. R.
".....			50,000	6			1899		Milwaukee & St. Paul R. R.
Totals.....			\$350,000					\$350,000	
REDWOOD—									
	\$50,000	7					1898		Minn. Valley R. R. Co.
Redwood Falls.....			\$10,000	7			1898		"
Totals.....	\$50,000		\$10,000					\$60,000	
RENVILLE—									
Biren Cooley.....					\$5,500	7	1891	\$5,500	Minneapolis & St. Louis R. R.

TABLE XXIX. — Continued.

Name of County, Municipality or Town.	County Bonds.	Rate per ct.	Municipal Bonds.	Rate per ct.	Town Bonds.	Rate per ct.	Expira- tion of Bonds.	Total per County.	To Whom Issued.
RICE—									
Farbault.....			\$50,000						Cannon Valley R. R.
Norristown.....			10,000						"
Totals.....			\$60,000					\$60,000	
ROCK—									
.....	\$42,750	10					1898-98	\$42,750	Worthington & S. Falls R. R.
ST. LOUIS—									
.....	\$73,250	6					1907	\$73,250	Lake Superior & Miss. R. R.
SIBLEY—									
.....					\$14,000	7	1891	\$14,000	Minneapolis & St. Louis R. R.
STEARNS—									
St. Cloud.....			\$15,000	7			1901		St. Paul & Pacific R. R.
St. Cloud.....			20,000	8			1896		"
St. Cloud.....			12,000	8			1893		Little Falls & Dakota R. R.
Sauk Centre.....					\$3,500	8	1894		"
Totals.....			\$47,000		\$3,500			\$50,500	
STEVENS—									
.....	\$50,000	8					1893	\$50,000	Little Falls & Dakota R. R.
TODD—									
.....	\$60,800	5			\$2,000	8	1900		S. C. N. R. R.
Birch Lake.....					800	8			Little Falls & Dakota R. R.
Gray Eagle.....									"
Totals.....	\$60,800				\$2,800			\$63,600	
WABASHA—									
Wabasha.....			\$35,000	7			1897		Minnesota Midland R. R.
Mazeppa.....			1,500	7			1897		"
Oakwood.....					\$22,000	7	1897		"
Hyde Park.....					6,000	7	1897		"
Glasgow.....					5,000	7	1897		"

TABLE XXIX.—*Concluded.*

Name of County, Municipality or Town.	County Bonds.	Rate per cent.	Municipal Bonds.	Rate per cent.	Town Bonds.	Rate per cent.	Expira- tion of Bonds.	Total per County.	To Whom Issued.
Mazeppa.....					\$12,000	7	1897		Minnesota Midland R. R.
Elgin.....					40,000	7			Plainview R. R.
Plainview.....					50,000	7	1899		"
Totals.....			\$56,500		\$135,000			\$191,500	
WASECA —									
Wasca.....			\$80,000	7			1907		Winona & St. Peter R. R.
New Richland.....			8,000	7			1887		Minneapolis & St. Louis R. R.
Totals.....			\$88,000					\$88,000	
WASHINGTON —									
Stillwater.....			\$25,000				1891	\$25,000	Stillwater & St. P. R. R.
WRIGHT —									
Monticello.....					\$11,800	7	1825	{	Minn. & Northwestern R. R.
Clearwater.....					6,400	7		{	"
Totals.....					\$18,200			\$18,200	
Grand totals.....	\$576,800		\$1,224,900		\$925,405			\$2,627,105	

RAILWAY COMPANY REPORTS

FOR THE

YEAR ENDING JUNE 30, 1884.

REPORT

OF THE

Burlington, Cedar Rapids & Northern Railway Company,

FOR THE YEAR ENDING JUNE 30, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
C. J. Ives.....President	Cedar Rapids, Iowa.
R. Williams.....Vice President	Cedar Rapids, Iowa.
S. S. Dorwart.....Secretary	Cedar Rapids, Iowa.
S. K. Tracy.....Solicitor	Burlington, Iowa.
H. H. Hollister.....Treasurer	New York City.
C. C. Stickney.....Asst Treasurer	Cedar Rapids, Iowa.
C. J. Ives.....General Superintendent	Cedar Rapids, Iowa.
H. F. White.....Chief Engineer	Cedar Rapids, Iowa.
B. F. Mills.....General Ticket Agent	Cedar Rapids, Iowa.
J. G. Utt.....General Freight Agent	Cedar Rapids, Iowa.
J. C. Brocksmit.....Auditor	Cedar Rapids, Iowa.
W. P. Brady.....General Agent	Cedar Rapids, Iowa.

General Offices of the Company.....Cedar Rapids, Iowa.
 General Office in this State.....Have none.

NAMES OF DIRECTORS	RESIDENCE.	NAMES OF DIRECTORS	RESIDENCE.
C. J. Ives.....	Cedar Rapids, Ia.	R. R. Cable.....	Chicago, Ill.
Chas. Bard.....	Norwich, Conn.	E. S. Bailey.....	Clinton, Ia.
C. D. Close.....	Iowa City, Ia.	C. P. Squires.....	Burlington, Ia.
J. W. Blythe.....	Burlington, Ia.	Lyman Cook.....	Burlington, Ia.
J. C. Peasley.....	Chicago, Ill.	F. H. Griggs.....	Davenport, Ia.
C. Lynde.....	Rock Island, Ill.	J. Carscadden.....	Muscatine, Ia.
J. N. Dewey.....	Des Moines, Ia.		

C. J. Ives.....	} Executive Committee.
J. W. Blythe.....	
J. C. Peasley.....	
R. R. Cable.....	
E. S. Bailey.....	

Date of annual election of directors, fourth Tuesday in May.

Name and address of person to whom correspondence concerning this report should be directed: J. C. Brocksmit, Auditor.

CAPITAL STOCK, DEBTS, ETC.

Capital stock, authorized \$10,000,000; authorized by vote of the company, in addition to capital stock..... \$20,000,000.00

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash..	\$5,500,000.00
Stock issued to represent leased lines.....	1,205,000.00
Total common stock	\$6,705,000.00
Proportion of stock for Minnesota issued on mileage basis	44,699.17

DEBTS, ETC.

BONDED DEBT.

First mortgage bonds, due June, 1927, rate of interest 7 per cent, State line—Albert Lea.....	\$150,000.00
Third mortgage bonds, due April, 1921, rate of interest 5 per cent, State line—Worthington	201,150.00
Total bonded debt.....	\$351,150.00

FLOATING DEBT.

Amount of debt not secured by mortgage, entire line.....	\$372,483.00
Proportion of debt, bonded and floating, for Minnesota.....	364,691.81
Amount of stock and debt per mile of road entire.....	25,693.94

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of construction, entire line.....	\$16,094,364.92
Cost of construction in Minnesota, on mileage basis...\$594,222.06	
Cost of present equipment (applying to 702.48 miles of road)...	2,822,560.97
Total cost of construction and equipment.....	\$18,916,925.89
Average cost of road and equipment per mile (702.48 miles)	\$26,928.77

Is your construction account closed? No.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD, ETC.	MILES.	
	Entire Length.	Length in Minn.
Length of main line of road from Burlington to Albert Lea.....	253.21	12.57
Length of double track on main line, none.		
<i>Branches.</i>		
From Linn to Postville, Milwaukee Division.....	94.13	
From Muscatine to Riverside, Muscatine Division.....	30.58	
From Vinton to Holland, Pacific Division.....	48.12	
From Holland to Worthington, Sioux Falls Division.....	181.51	13.41
From Clinton to Noel, Clinton Division.....	32.20	
From Elmira to Iowa City, Clinton Division.....		
From Iowa City to What Cheer, Iowa City Division.. }	74.12	
From Thornburg to Montezuma, Iowa City Division }		
Total length of Main Line and Branches.....	713.87	25.98
Aggregate length of sidings and other track not above.....	74.26	4.94
Number of miles iron rail.....	244.07	
Number of miles steel rail.....	469.80	25.98
Aggregate length of tracks operated by this company <i>computed as single track</i>	713.87	25.98
Gauge of road 4 ft. 8½ in.		

STATIONS.

Number of stations on line of road in Minnesota.....	5
Number of "common points" in Minnesota.....	2

BRIDGES AND TRESTLES.

(No bridges built.)

FENCING.

Number of miles of fencing on the road.....	4.26 miles
Total cost of same.....	\$1,363.19
Average cost per rod.....	1.00

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality?
 Southern Minnesota Railroad at Albert Lea; Chicago, St. Paul, Minneapolis
 & Omaha Railroad at Worthington.

EQUIPMENT—ENTIRE LINE.

Number of locomotives of more than 40 tons weight, exclusive
 of tender.....

10

CHARACTERISTICS OF ROAD—CONCLUDED.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	54
Number of locomotives of more than 20 tons weight, exclusive of tender.....	22
Number of first class passenger cars, including pay and directors' car.....	28
Number of second class passenger cars.....	77
Number of express and baggage cars.....	14
Number of box, freight and stock cars.....	2,528
Number of flat and coal cars.....	714
Number of hand and other cars.....	224
Number of other cars, pile driver and derrick car.....	4
The above equipment applies to 702.48 miles of road.	
Total cost of above equipment, entire line.....	\$2,822,560.97
Average cost of equipment per mile of road operated.....	4,018.00

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

Total number of miles run by passenger trains during the year ending June 30, 1884.....	33,140
Number of miles run by freight and mixed trains during the year ending June 30, 1884.....	67,716
Total mileage.....	100,856
Mileage of empty freight cars entire line, Minnesota not kept.....	5,868,619

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed for express passenger trains.....	35
Schedule rate of same, including stops.....	25
The highest rate of speed allowed for mail and accommodation trains.....	.....
Schedule rate of same, including stops.....	.....
The highest rate of speed allowed for freight trains.....	15
Schedule rate of same, including stops.....	11

TARIFFS—ENTIRE LINE.

	Cents.
Average rate per mile for through passengers during the year, see stockholders report.....	2 ²⁵⁸ / ₁₀₀₀
Average rate per mile for local passengers during year ending Dec. 31, 1883.....	2 ³²¹ / ₁₀₀₀
Average rate per mile per ton (of 2,000 lbs.) for through freight.....	.....
Average rate per mile per ton (of 2,000 lbs.) for local freight.....	1 ⁴¹¹ / ₁₀₀₀

CHARACTER OF SERVICE.

	Number of Persons em- ployed in Minnesota.
Division and assistant superintendents.....	.....
Clerks in all offices.....	8
Conductors.....	6
Brakemen.....	10
Station agents.....	4
Section men.....	34
Other employees.....	38
Total.....	100

DOINGS OF THE YEAR IN TRANSPORTATION—CONCLUDED.

TONNAGE.

(The whole number of of tons of each class carried in Minnesota.)	Tons.
Grain.....	30,822
Agricultural products, except grain.....	6,138
Flour and meal.....	139,404
Provisions.....	53,112
Manufactures.....	56,079
Animals.....	9,508
Lumber.....	38,313
Iron, lead and mineral products.....	8,669
Stone, brick, lime, cement, sand, etc.....	19,426
Coal.....	49,821
Merchandise and other articles.....	35,921
Total.....	447,213

PASSENGERS.

	Entire Line.	Minnesota.
Number of passengers carried during the year ending 30th of June, 1884.....	585,322	77,786
Total passenger mileage or passengers carried 1 mile	29,737,148	970,407
Average distance traveled by each passenger— through, 253; local, 52.66.....		12 ^{47.5} ₁₀₀₀

FUEL CONSUMED.

Cords of wood consumed on mileage basis.....	108
Tons of coal consumed on mileage basis.....	3,588

FREIGHT HAULED.

	Tons.
Average amount of freight hauled per car, entire line, from.....	10 to 16
Average amount of freight hauled per train, entire line.....	308

STATISTICS OF TRAFFIC.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS.—GOING EASTWARD.

Forwarded by M. & St. L. Ry. Stations, transferred at Albert Lea and Livermore, also from the Chicago, St. Paul, Minneapolis & Omaha Ry. Stations, transferred at Worthington.

	Tons.
Wheat.....	18,094
Other Grain.....	7,495
Flour.....	137,468
Other Products.....	4,603
Lumber.....	34,353
Merchandise and Miscellaneous Freight.....	15,065

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS.—GOING WESTWARD.

Received by N. & St. L. Ry. Stations, transferred at Albert Lea and Livermore, also by the Chicago, St. Paul, Minneapolis & Omaha Ry. and transferred at Worthington:

	Tons.
Wheat.....	378
Other Grain.....	2,797
Flour.....	1,874
Other Products.....	84,820
Lumber.....	2,603
Merchandise and Miscellaneous Freight.....	130,170

BUSINESS AND RECEIPTS.

FREIGHT.

M. & St. L. Ry. and C., St. P., M. & O. Ry.

Forwarded.....	217,078 Tons.
Received.....	222,662 Tons.
Revenue.....	\$68,537.05.

EARNINGS DURING THE YEAR ENDING JUNE 30, 1884.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

MONTHS.	FREIGHT.	PASSEN- GERS.	MAILS.	EXPRESS.	TOTALS.
July, 1883.....	4,762.12	1,777.59	129.32	78.96	6,747.99
August, 1883.....	4,292.66	1,678.05	132.00	78.96	6,181.67
September, 1883.....	4,732.75	1,797.83	128.34	78.96	6,739.88
October, 1883.....	12,086.22	1,793.57	128.96	78.96	14,087.71
November, 1883.....	10,596.79	1,637.05	183.92	78.96	12,496.72
December, 1883.....	6,945.68	1,175.91	183.92	78.96	8,384.47
January, 1884.....	4,640.50	1,058.36	183.91	94.95	6,077.62
February, 1884.....	3,192.69	1,103.82	183.92	142.55	4,622.98
March, 1884.....	3,340.33	2,017.02	183.91	147.44	5,688.70
April, 1884.....	3,953.79	2,475.82	183.92	164.02	6,777.55
May, 1884.....	5,124.61	2,285.06	183.91	171.84	7,765.42
June, 1884.....	4,868.91	2,122.79	183.92	171.84	7,347.46
Totals.....	68,537.05	21,024.87	1,989.95	1,366.30	92,918.17

- Total tariff earnings for the year ending 30th of June, 1884, entire line..... \$2,840,456 14
- Total earnings from other sources for the year ending 30th of June, 1884..... 41,777 12
- Total earnings for year—entire line..... \$2,882,233 26
- Total passenger earnings in Minnesota..... \$21,024 87
- Total freight earnings in Minnesota..... 68,537 05
- Total miscellaneous earnings in Minnesota..... 3,356 25
- Total earnings in Minnesota..... \$92,918 17
- What per cent is the earnings in Minnesota of the earnings of the entire line?..... $3\frac{27}{100}$ per cent.
- Of the earnings of the entire line, what is the ratio of the passenger to the freight?..... as 1 to $3\frac{21}{100}$
- Average gross earnings per mile of track, exclusive of sidings..... \$3.978 $\frac{35}{100}$
- Average gross earnings per train mile..... 1.21 $\frac{2}{100}$
- Average net earnings per mile of track, exclusive of sidings..... 1,275 $\frac{81}{100}$
- Average net earnings per train mile..... 38 $\frac{8}{100}$

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY. 135

EXPENSES DURING THE YEAR ENDING JUNE 30, 1884.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way.....		\$597,248 87
Maintenance of buildings.....		41,033 16
Maintenance of rolling stock.		
Locomotives.....	\$125,763 77	
Passenger, baggage, mail and express cars.....	36,755 38	
Freight cars.....	82,913 99	
Shop tools and machinery.....	19,463 17	\$264,896 31
Conducting Transportation:		
Motive power and care.....	411,899 59	
Train employes.....	282,671 48	
Agents and station labor.....	100,619 46	
Other expenses conducting transportation.....	54,375 03	\$849,565 56
General Expenses:		
Salaries of officers.....	37,614 68	
Office and clerical expenses.....	30,472 87	
Legal Expenses.....	13,441 38	
Other general expenses.....	99,609 22	\$181,143 15
Total operating expenses, entire line, being 67.983 per cent of earnings.....		\$1,933,887 05
Total operating expenses in Minnesota on mileage basis.....		70,380 34
Average operating expenses per mile [713.87 miles] of track, exclusive of sidings.....		2,709 02
Average operating expenses per train mile, entire line.....		74.61
Excess of earnings over operating expenses in Minnesota (on mileage basis).....		22,537 83
Excess of earnings over operating expenses, entire line.....		948,346 21

PAYMENTS IN ADDITION TO OPERATING EXPENSES.—ENTIRE LINE.

Construction account, June 30, 1884.....	\$100,269 75
Additional equipment during the year.....	9,245 40
Taxes—state, county and national: entire line, \$68,552.31, Minn., \$1,325.04.....	
For interest on bonds.....	521,130 00
Dividends on preferred stock, none.....	
Total payments in addition to operating expenses.....	\$630,645 15
Taxes were charged and accounted for in operating expenses.	

GENERAL BALANCE SHEET 1st JULY, 1884.

ASSETS.		LIABILITIES.	
Consolidated Road Equipment		Capital Stock.....	\$30,000,000 00
Property.....	\$14,523,821 18	Funded Debt—	
Cost of Leased Lines—		Bonds R. C. R. & N. 5 % Cur.....	6,500,000 00
Chicago, Clinton Western.....	362,333 33	Bonds M & St L, 7 % Gold.....	150,000 00
Cedar Rapids, Ia. Falls & NW.....	3,349,592 28	Bonds C. R. I. F. & N. W. 6 % Cur.....	825,000 00
Iowa City & Western.....	646,680 34	Bonds C. R. I. F. & N. W. 5 % Cur.....	1,905,000 00
Chicago, Decorah & Minnesota.....	34,498 76	Bonds Ia City & W. 7 % Cur.....	584,000 00
Coupon Int. paid to June 30, 1884.....	521,130 00	Consolidated Bonds, 5 % Cur.....	1,008,000 00
Capital stock not issued.....	24,500,000 00	Unfunded Debt—	
Due from Railways, Express Co. and Station Balances.....	141,666 78	Vouchers, pay rolls.....	\$296,317 91
Due from Real Estate.....	168,131 72	Bills payable.....	76,165 09
Cash on hand.....	120,042 76	Income—	
Material and Fuel Account—		Lots leased & sold.....	1,506 30
Machinery Department.....	76,431 02	Miscellaneous sources.....	37,577 12
Engineer Department.....	217,636 30	Net Earnings.....	3,404,330 23
Construction Material.....	125,932 18		
Total.....	44,787,896 65	Total.....	\$44,787,896 65

GENERAL BALANCE SHEET, 1ST JULY, 1884—CONCLUDED.

What is your estimate of the cost to you for the transportation of each passenger per mile? About 1.05 cents.

What is your estimate of the cost to you per ton per mile for the transportation of freight? 0.402 cents.

What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? All trains must come to a full stop at the distance of 400 feet from all crossings at grade of other railroads, and will not proceed until the engineer has blown two short blasts with whistle and the conductor is satisfied that the track is clear.—Yes.

What regulations govern your employes in regard to crossings of public highways, and are these regulations found to be sufficient? The engine bell must be rung eighty rods before crossing a public highway, and be kept ringing until the crossing is passed. Likewise when moving about stations and when passing or meeting trains on sidings.—Yes.

What platform and coupler between passenger cars do you use? Miller's platform and buffer.

What kind of brakes do you use on passenger trains? Westinghouse air brake.

U. S. MAILS.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? We received \$54,147.61 during the year ending June 30, 1884.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc. What kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? The American Express Co., which pays us \$125 a day. The United States Express Co., which pays us \$275 a month.

SUMMARY.

Roads operated under lease (whether temporary or permanent), giving name, termini, length, address of lessors and terms of lease.

	Miles.	Miles in Minnesota.
Central Iowa Ry, from Manley Junction to Northwood	11.39	.....
Minneapolis & St. Louis, State Line to Albert Lea.....	.....	12.57
Iowa City & Wn., from Iowa City to What Cheer, and Thornberg to Montezuma.....	74.12	.....
C. R. I., F. & N. W., from Holland to Worthington...	181.10	13.41
Cedar Rapids & Clinton Rd, Clinton to Noel, Elmira to Iowa City.....	32.20	.....

ACCIDENTS.

STATEMENT OF EACH ACCIDENT.

Oct. 23—Roy Souber, brakeman, Glenville; fell from car, leg and back injured.

Nov. 25—L. B. Moore, brakeman, Albert Lea; coupling, and hand crushed.

STATE OF IOWA, }
COUNTY OF LINN. } ss.

C. J. Ives, President and General Superintendent, and J. C. Brocksmit, Auditor, of the Burlington, Cedar Rapids & Northern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D. 1884, to the best of their knowledge and belief.

{ [SEAL] }
{ OF R. R. }

Signed,

C. J. IVES,
J. C. BROCKSMIT.

Subscribed and sworn to before me, at Cedar Rapids, Iowa, this second day of October, A. D. 1884.

[SEAL.]

GEO. W. BEVER, Notary Public.

REPORT

OF THE

CHICAGO & NORTHWESTERN RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
Albert Keep.....	President.....Chicago, Ill.
M. L. Sykes.....	First Vice President.....New York, N. Y.
M. L. Sykes.....	Secretary.....New York, N. Y.
B. C. Cook.....	Solicitor.....Chicago, Ill.
M. L. Sykes.....	Treasurer.....New York, N. Y.
M. Hughitt.....	General Manager.....Chicago, Ill.
C. C. Wheeler.....	General Superintendent.....Chicago, Ill.
E. H. Johnson.....	Chief Engineer.....Chicago, Ill.
W. A. Thrall.....	General Ticket Agent.....Chicago, Ill.
W. S. Mellen.....	General Freight Agent.....Chicago, Ill.
J. B. Redfield.....	Auditor.....Chicago, Ill.
Chas. E. Simmons.....	Land Commissioner.....Chicago, Ill.

General Offices of the Company.....Chicago, Ill.
 General Office in this State.....Winona, Minn.

NAMES OF DIRECTORS	RESIDENCE.	NAMES OF DIRECTORS	RESIDENCE.
A. G. Dulman.....	New York, N. Y.	John M. Burke.....	New York, N. Y.
J. B. Redfield.....	Chicago, Ill.	M. Hughitt.....	Chicago, Ill.
Chauncy M. Depew.....	New York, N. Y.	W. L. Scott.....	Erie, Pa.
Sam'l F. Barger.....	New York, N. Y.	C. J. Osborn.....	New York, N. Y.
Albert Keep.....	Chicago, Ill.	Jay Gould.....	New York, N. Y.
M. L. Sykes.....	New York, N. Y.	F. W. Vanderbilt.....	New York, N. Y.
N. K. Fairbank.....	Chicago, Ill.	H. McK. Twombly.....	New York, N. Y.
Sidney Dillon.....	New York, N. Y.	Anson Stager.....	Chicago, Ill.
D. O. Mills.....	New York, N. Y.		

OFFICERS OF THE COMPANIES OPERATING—CONCLUDEE.

Albert Keep.....	} Executive Committee.
W. L. Scott.....	
A. G. Dulman.....	
C. M. Depew.....	
H. McK. Twombly.....	
Samuel F. Barger.....	
D. O. Mills.....	

Date of annual election of directors, first Thursday in June.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized.....	Not fixed
Total common stock (including stocks of proprietary companies).....	\$39,402,365 97
Amount of preferred stock.....	\$22,325,454 56
Rate of preference and for what issued.....	7 per cent.
Proportion of stock for Minnesota.....	\$7,903,703 15

When and to whom was the original stock, owned by the company, sold, and what was the cash value realized by the company for the same? We have no record of early sale of bonds.

If any stock has been issued since the original, state the date or dates when the same was issued, to whom issued, in what manner the same was paid for, and the cash value realized by the company for the same.

Details of the issue and sale of stock cannot be given from any records in possession of this company.

All outstanding stock represents construction and equipment, and no part of it can be distinguished from another as being "original."

BONDED DEBT.

Total bonded debt.....	\$80,891,000 00
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CAPITAL STOCK, DEBTS, ETC.—CONCLUDED.

FUNDED DEBT.—JUNE 30, 1884.

NAME OF BOND.	Issued.	Due.	Rate—Per cent.	Interest.		Amount.
				Payable.		
Preferred Sinking Fund.....	July 1, 1859.....	Aug't 1, 1885	7	Feb'y 1 and Aug't 1		\$971,000
Funded Coupon.....	August 1, 1861	Nov'r 1, 1883	7	Past due.....		2,000
General First Mortgage.....	July 1, 1859.....	Aug't 1, 1885	7	Feb'y 1 and Aug't 1		3,440,000
Appleton Extension.....	Nov'r 1, 1860.....	Aug't 1, 1885	7	Feb'y 1 and Aug't 1		116,000
Green Bay Extension.....	April 1, 1862.....	Aug't 1, 1885	7	Feb'y 1 and Aug't 1		179,000
Beloit & Madison.....	Jan'y 1, 1863.....	Jan'y 1, 1888	7	Jan'y 1 and July 1		176,000
Peninsula Railroad.....	July 1, 1863.....	Sept'r 1, 1898	7	M'rch 1 and Sept'r 1		152,000
Consol Sinking Fund.....	Jan'y 16, 1865.....	Feb'y 1, 1915	7	{ Feb'l and May'1 Aug'l and Nov'1 }		7,864,000
Chicago & Milwaukee Railway.....	July 1, 1863.....	July 1, 1898	7	Jan'y 1 and July 1		1,700,000
Milwaukee & Madison Railway.....	Sept'r 1, 1880.....	Sept'r 1, 1905	6	M'rch 1 and Sept'r 1		1,600,000
Chicago & Tomah.....	Sept'r 1, 1880.....	Nov'r 1, 1905	6	May 1 and Nov'r 1		1,528,000
Chicago, Milwaukee & North- western Railway.....	May 1, 1882.....	Nov'r 1, 1905	6	May 1 and Nov'r 1		750,000
Northwestern Union Railway.....	June 1, 1872.....	June 1, 1917	7	M'rch 1 and Sept'r 1		3,500,000
Madison Extension.....	April 1, 1871.....	April 1, 1911	7	April 1 and Oct'r 1		3,150,000
Menominee Extension.....	June 1, 1871.....	June 1, 1911	7	June 1 and Dec'r 1		2,700,000
General Consol—Gold.....	Nov'r 30, 1872.....	Dec'r 1, 1902	7	June 1 and Dec'r 1		12,343,000
Menominee River Railroad.....	July 1, 1876.....	July 1, 1906	7	Jan'y 1 and July 1		400,000
Menominee River Extension.....	Jan'y 1, 1880.....	July 1, 1906	7	Jan'y 1 and July 1		160,000
Escanaba & Lake Superior Ry.....	July 1, 1881.....	July 1, 1901	6	Jan'y 1 and July 1		720,000
Consol Sinking Fund of 1879.....	Oct'r 1, 1879.....	Oct'r 1, 1929	6	April 1 and Oct'r 1		6,305,000
Consol Sinking Fund of 1879.....	Oct'r 1, 1879.....	Oct'r 1, 1929	5	April 1 and Oct'r 1		8,155,000
Sinking Fund Debentures of 1933	May 1, 1883.....	May 1, 1933	5	May 1 and Nov'r 1		10,000,000
Winona & St. Peter Railroad, First Mortgage.....	April 10, 1867.....	Jan'y 1, 1887	7	Jan'y 1 and July 1		2,069,000
Winona & St. Peter Railroad, Second Mortgage.....	Nov'r 1, 1867.....	Nov'r 1, 1907	7	May 1 and Nov'r 1		1,592,000
Winona & St. Peter Railroad Extension—Gold.....	Dec'r 1, 1871.....	Dec'r 1, 1916	7	June 1 and Dec'r 1		4,254,000
Minnesota Valley Railway.....	Oct'r 1, 1878.....	Oct'r 1, 1908	7	April 1 and Oct'r 1		150,000
Red Wing & Northern Minne- sota Railway.....	Sept'r 1, 1878.....	Sept'r 1, 1908	7	M'rch 1 and Sept'r 1		200,000
Plainview Railroad.....	Sept'r 1, 1878.....	Sept'r 1, 1908	7	M'rch 1 and Sept'r 1		100,000
Dakota Central Railway (Wi- nona & St. Peter Consol).....	May 1, 1882.....	Sept'r 1, 1907	6	M'rch 1 and Sept'r 1		1,065,000
Dakota Central Railway (South- eastern division).....	Nov'r 1, 1882.....	Nov'r 1, 1907	6	May 1 and Nov'r 1		2,000,000
Iowa Midland Railway.....	August 1, 1870.....	Oct'r 1, 1900	8	April 1 and Oct'r 1		1,350,000
Ottumwa, Cedar Falls & St. Paul Railway.....	March 1, 1884.....	M'rch 1, 1909	5	M'rch 1 and Sept'r 1		1,600,000
Des Moines M. & M. Railroad.....	Feb'y 1, 1882.....	Feb'y 1, 1907	7	Feb'y 1 and Aug't 1		600,000
Total.....						\$80,891,000

FLOATING DEBT.

Amount of debt not secured by mortgage.....	\$5,475,461 83
Proportion of debt, bonded and floating, for Minnesota.....	10,957,370 41
Total amount of paid up stock and debt.....	148,094,282 36
Amount of stock and debt per mile of road.....	45,543 85

COST AND VALUE OF ROAD AND EQUIPMENT.

Total cost of construction and equipment.....	\$142,604,363 42
Average cost of road and equipment per mile (3,234.35).....	\$44,090 58

Is your your construction account closed? No.

If the road was not built by the present owners, state cost of road and equipment to them? \$142,604,363.42.

CHARACTERISTICS OF ROAD.

MILES OF COMPLETED ROAD, JUNE 30, 1884.

FROM.	TO	Total Miles.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.	Leased.
Chicago.....	Miss. River.....	137.00	137.00						
Miss. River.....	Co. Bluffs.....	354.00	.88	353.12					354.00
Clinton.....	Lyons.....	2.60		2.60					2.60
Lyons.....	Anamosa and quarry.	70.97		70.97					
Maple, R. J.....	Mapleton.....	60.15		60.15					
Wall Lake.....	Kingsley.....	70.87		70.87					
Des Moines.....	T. & N. W. con.....	57.34		57.34					
Boone.....	Coal Banks.....	3.25		3.25					
Carroll.....	Kirkman.....	34.81		34.81					
Manning.....	Audubon.....	17.00		17.00					
Stanwood.....	Tipton.....	8.50		8.50					
Tama.....	Elmore.....	164.56		164.56					
Jewell Junct.....	D. M. & M. con.....	1.75		1.75					
".....	Lake City.....	58.30		58.30					
Eagle Grove.....	Hawarden.....	145.20		145.20					
Chicago.....	Freeport.....	121.00	121.00						
".....	So. Branch.....	4.50	4.50						
".....	Montrose.....	5.20	5.20						
Elgin.....	Lake Geneva.....	45.04	35.82		9.22				
St. Charles.....	Aurora.....	11.80	11.80						
Sycamore.....	Cortland.....	4.64	4.64						
Chicago.....	Ft. Howard.....	242.20	69.73		172.47				
Appleton Watr.....	Power Ext.....	3.63			3.63				
Kenosha.....	Rockford.....	72.10	44.03		28.07				
Sheboygan.....	Princeton.....	78.40			78.40				
Janesville.....	Afton.....	6.10			6.10				
Chicago.....	Milwaukee.....	85.00	44.69		40.40				
Milwaukee.....	Fond du Lac.....	62.63			62.63				
".....	Montfort.....	140.88			140.88				
Galena.....	Woodman.....	76.84	10.30		66.54				
Lancaster J.....	Lancaster.....	12.04			12.04				
Platteville J.....	Platteville.....	4.00			4.00				
Ft. Howard.....	Ishpeming.....	182.10			49.45	132.65			
Powers.....	Crystal Falls.....	58.77			13.73	45.04			
Iron R. Junct.....	Stambaugh.....	19.50				49.50			
Narenta.....	Metropolitan.....	34.86				34.86			
Branches to mines.									
Off Main Line.....		39.80				39.80			
" E. & L. S. Line.....		8.44				8.44			
" M. R. R. R. Line.....		32.91			4.71	28.20			
Belvidere.....	Winona.....	227.00	21.00		205.87		.13		
Trempeleau.....	Galesville.....	6.71			6.71				
Valley Junct.....	Necedah.....	16.06			16.09				
Winona.....	Watertown.....	322.08					288.50	34.48	
Mankato J.....	Mankato.....	3.75					3.75		
Sleepy Eye.....	Redwood Falls.....	24.40					24.40		
Rochester.....	Zumbrota.....	24.48					24.48		
Eyota.....	Plainview.....	15.01					15.01		
".....	Chatfield.....	11.46					11.46		
Tracy.....	Dakota Line.....	46.40					46.40		
Minn. St. Line.....	Pierre.....	209.11						209.11	
Ordway J.....	Ordway.....	87.48						87.48	
Ordway.....	Columbia.....	5.47						5.47	
Watertown.....	Redfield.....	71.00						71.00	
Watertown J.....	Watertown.....	43.83						43.83	
Iroquois.....	Hawarden (St. Line)	125.49						125.49	
		3,779.31	510.50	1,048.42	920.91	308.49	414.18	576.86	544.96

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

Total number of miles run by passenger trains during the year ending June 30, 1884.....	446,480
Number of miles run by freight and mixed trains during the year ending June 30, 1884.....	1,482,437
Total mileage.....	1,928,917
Mileage of empty freight cars.....	7,094,350

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed for express passenger trains. }	25 miles.
Schedule rate of same, including stops.....	
The highest rate of speed allowed for mail and accommodation trains..... }	20 miles.
Schedule rate of same, including stops.....	
The highest rate of speed allowed for freight trains..... }	15 miles.
Schedule rate of same, including stops.....	

TARIFFS.

Average rate per mile for through passengers during the year..... }	2.40 cts.
Average rate per mile for local passengers during year.....	
Average rate per mile per ton (of 2,000 lbs.) for through freight... }	1.29 cts.
Average rate per mile per ton (of 2,000 lbs.) for local freight.....	

CHARACTER OF SERVICE.

	Number of Persons employed.
Division and assistant superintendents.....	10
Clerks in all offices.....	893
Master and assistant mechanics.....	2,942
Conductors.....	491
Engineers.....	812
Brakemen.....	956
Flag men, switch tenders, gate keepers and watchmen.....	835
Station agents.....	530
Section men.....	3,284
Laborers.....	2,963
Other employes.....	2,835

TONNAGE.

	Forwarded Tons.
Grain.....	136,327
Agricultural products except grain.....	10,314
Flour and meal.....	25,291
Provisions.....	2,612
Manufactures.....	7,494
Animals.....	14,379
Lumber.....	119,094
Other forest products.....	31,659
Iron, lead and mineral products.....	91
Stone, brick, lime, cement, sand, etc.....	17,351
Coal.....	1,068
Merchandise and other articles.....	26,658
Total.....	392,338

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DOINGS OF THE YEAR IN TRANSPORTATION—CONTINUED.

PASSENGERS.

Number of passengers carried during the year ending June 30, 1884.	8,581,529
Total passenger mileage, or passengers carried one mile.....	252,998,005
Average distance (miles) traveled by each passenger.....	29.48

FUEL CONSUMED.

Cords of wood consumed.....	39,529.87
Tons of coal consumed.....	807,698.02

FREIGHT HAULED.

Average amount of freight hauled per loaded car.....	8.72 tons,
Average amount of freight hauled per train.....	135.94 tons.

EARNINGS DURING THE YEAR ENDING JUNE 30, 1884.

MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	FREIGHT.	PASSENGERS.	MAILS.	EXPRESS.	MISCELLANEOUS.	TOTALS.
July, 1883.....	\$1,484,220.93	\$600,313.34	\$36,092.19	\$34,399.55	\$5,605.16	\$2,160,631.17
August, 1883.....	1,720,385.40	580,921.69	40,995.99	38,044.18	13,111.92	2,403,459.18
September, 1883.....	1,907,974.94	632,552.33	59,608.24	38,550.98	9,282.06	2,647,968.55
October, 1883.....	2,115,195.27	585,565.65	40,006.32	39,068.65	14,156.04	2,793,991.93
November, 1883.....	1,780,216.37	493,624.58	41,019.24	37,192.49	16,489.43	2,368,542.11
December, 1883.....	1,201,599.79	474,935.45	41,994.95	38,051.68	3,974.52	1,760,556.39
January, 1884.....	952,088.74	400,137.87	41,994.95	30,165.52	78,031.39	1,502,418.47
February, 1884.....	1,042,771.28	361,432.26	41,982.88	27,933.79	29,980.77	1,504,100.98
March, 1884.....	1,230,085.24	458,432.49	41,994.95	29,734.16	6,693.57	1,766,940.41
April, 1884.....	1,276,882.73	460,963.34	41,994.95	32,073.85	10,249.64	1,822,164.51
May, 1884.....	1,439,290.41	490,662.18	39,404.54	36,284.38	71,187.27	2,076,828.78
June, 1884.....	1,381,917.93	516,960.86	41,994.95	35,162.46	20,238.34	1,996,274.54
Totals.....	\$17,532,629.03	\$6,066,502.04	\$509,084.15	\$416,661.69	\$279,000.11	\$24,803,877.02

EARNINGS DURING THE YEAR ENDING JUNE 30, 1884—CONCLUDED.

Total tariff earnings for the year ending 30th June, 1884.....	\$23,599,131.07
Total earnings from other sources for the year ending 30th June, 1884.....	1,204,745.95
Total earnings for year—entire line.....	\$24,803,877.02
Total passenger earnings in Minnesota.....	\$495,030.89
Total freight earnings in Minnesota.....	1,488,552.56
Total miscellaneous earnings in Minnesota.....	66,257.18
Total earnings in Minnesota.....	\$2,049,840.63
What per cent is the earnings in Minnesota of the earnings of the entire line?.....	8.26 per cent.
Of the earnings of the entire line, what is the ratio of the passenger to the freight?.....	as 100 to 289
Average gross earnings per mile [3,734.05 average miles] of track, exclusive of sidings.....	\$6,642.62
Average gross earnings per train mile.....	1.53 ¹² / ₁₀₀
Average net earnings per mile [3,734.05 average miles] of track, exclusive of sidings.....	2,824.94
Average net earnings per train mile.....	65 ²⁶ / ₁₀₀

EXPENSES DURING THE YEAR ENDING JUNE 30, 1884.

MAINTENANCE.

Renewal of rails.....	\$365,508.75
Renewal of ties.....	374,818.03
Repairs of roadway and track.....	1,824,306.2
Repairs of bridges (including culverts and cattle guards).....	312,450.
Repairs of buildings.....	452,577.86
Repairs of fences, road crossings and signs.....	159,792.70
Re-building locomotives.....	80,594.11
Repairs of locomotives.....	877,598.81
Re-building passenger cars.....	97,327.51
Repairs of passenger cars.....	436,720.46
Rebuilding freight cars.....	132,333.80
Repairs of freight cars.....	802,509.74
Telegraph expenses (maintenance).....	25,044.15

OPERATING.

Telegraph expenses (operating).....	307,823.09
Agents.....	357,066.94
Clerks.....	560,784.11
Laborers.....	1,026,246.99
Passenger conductors.....	127,959.28
Passenger baggagemen.....	66,471.23
Passenger brakemen.....	106,230.93
Freight conductors.....	279,523.87
Freight brakemen.....	388,411.41
Engineers and firemen.....	1,277,227.21
Locomotive wipers and dispatchers.....	202,459.39
Salaries general officers and clerks.....	170,811.83
Outside agents.....	184,031.89
Advertising.....	96,409.26
Fuel for locomotives.....	2,000,606.31
Oil, waste and tallow.....	212,980.00
Water supply.....	98,237.17

EXPENSES DURING THE YEAR ENDING JUNE 30, 1884—CONCLUDED.

OPERATING—CONCLUDED.

Passenger train supplies.....	71,883.62
Freight train supplies.....	25,684.44
Station supplies.....	95,834.41
Stationery and printing.....	127,812.04
Contingencies (and miscellaneous).....	148,647.64
Damage and loss of freight and baggage.....	65,193.30
Damage to property and cattle.....	38,903.15
Personal injuries.....	124,521.62
Insurance.....	1,450.76
Law expenses.....	75,227.60
Mileage of passenger cars.....	11,527.17
Mileage of freight cars.....	63,965.26
Total.....	\$14,255,411.22

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way.....	\$3,036,775.86
Maintenance of buildings.....	452,577.86
Maintenance of rolling stock —	
Locomotives.....	\$958,192.92
Passenger, baggage, mail and express cars.....	534,047.97
Freight cars.....	934,843.54
Shops, tools and machinery (incl. in buildings).....	2,427,084.43
Conducting transportation —	
Motive power and care.....	\$3,791,510.08
Train employees.....	968,596.72
Agents and station labor.....	2,251,921.13
Other expenses conducting transportation.....	401,678.56
General expenses —	
Salaries of officers.....	\$170,811.83
Office and clerical expenses.....	223,643.45
Legal expenses.....	75,227.60
Other general expenses.....	455,583.70
Total operating expenses, entire line, being 57.47 per cent of earnings.....	14,255,411.22
Total operating expenses in Minnesota (proportion).....	1,581,015.82
Average operating expenses per mile (3,734.05 average miles) of track, exclusive of sidings.....	3,817.68
Average operating expenses per train mile.....	88.16
Excess of earnings over operating expenses.....	10,548,465.80

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year.....	3,576,618.95
Additional equipment during the year.....	1,710,069.95
Taxes—State, county and national.....	677,922.50
For interest on bonds.....	4,543,428.09
Dividends (rate 8 per cent) on preferred stock.....	1,153,577.50
Dividends (rate 7 per cent) on common stock.....	1,785,892.00
Seventeen and one-half sinking funds.....	83,000.00
Lease or privilege of other roads (giving names, and amount paid each) —	
C., I. & N. R. R.....	\$509,011.55
C. R. & M. R. R.....	887,840.93
Maple Rapids R. R.....	92,135.84
Des M. & M. R. R.....	71,548.95
Total.....	\$1,560,537.27

Total payments in addition to operating expenses.....\$15,091,046.26

GENERAL BALANCE SHEET, 1st JUNE, 1884.

ASSETS.	AMOUNT.	LIABILITIES.	AMOUNT.
Cost of Road and Equipment.....	\$142,604,363.42	Capital Stock —	
Bonds owned by Company.....	12,500.00	C. & N. W. Stock	\$48,942,820.53
Stock owned by Company	10,007,683.42	Stock of Proprietary Lines... 12,785,000.00	
Cost of Securities of Sundry Proprietary Lines...	10,501,685.45	Funded Debt.....	\$61,727,820.53
Outside Real Estate in Chicago.....	200,000.00	Interest Unpaid.....	80,891,000.00
Cash.....	625,312.65	Dividends Unpaid	571,549.43
Bills Receivable.....	37,117.46	Notes Payable.....	88,743.50
Due from Agents and Companies.....	1,169,030.64	Vouchers and Accounts.....	275,000.00
Material and Supplies.....	2,125,447.43	Other Liabilities.....	2,291,075.45
		Common Stock Acquired in Consolidation 1883	2,249,093.45
		Income Account.....	9,765,100.00
			9,423,759.11
	\$167,283,141.47		\$167,283,141.47

GENERAL BALANCE SHEET, 1st JUNE, 1884—CONTINUED.

- What is your estimate of the cost to you for the transportation of each passenger per mile? }
 What is your estimate of the cost to you per ton per mile for the transportation of freight? } Cannot be separated.
- What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? Employes are instructed to bring train to a full stop before crossing the track of another company, which regulation is found to be sufficient.
- What regulations govern your employes in regard to crossings of public highways, and are these regulations found to be sufficient? Engineers are required to sound whistle at signal posts, which are 80 rods before highway crossing, and to ring the bell, which regulations are found to be sufficient.
- What platform and coupler between passenger cars do you use? The Miller platform and coupler.
- What kind of brakes do you use on passenger trains? Westinghouse air brake.

U. S. MAIL.

What is the compensation paid you by the U. S. government for the transportation of its mail, and on what terms of service? Compensation for mail service is not permanently fixed. Service is ordered "Subject to the rules and regulations of the department," and amount paid is dependent on the weight of mail carried over each route.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express companies? American Express Co. and United States Express Co. For terms and conditions as to rates, see statement attached. The express companies have no care of machinery or repairs of cars. They do a miscellaneous business restricted to lighter articles properly belonging to express business. The express companies deliver their freight into the company's cars.

GENERAL BALANCE SHEET, 1st JUNE, 1884—(CONTINUED).

	Rate per diem on limited Tonnage whole route.	Limit of pounds to be carried each day whole length of route at regular per diem rates.	Rate per 100 lbs carried whole length of route, to be paid on excess of tonnage.	Tonnage per week of six days.	Tonnage per week of seven days.
AMERICAN EXPRESS COMPANY:—					
Chicago to Council Bluffs.....	\$275.00	10,000	\$1.50	60,000	70,000
Chicago to Freeport.....	90.00	12,000	.50	72,000	84,000
Chicago to Ishpeming.....	275.00	10,000	1.50	60,000	70,000
(Fish \$1.00 per 100 pounds.)					
Chicago to Winona.....	135.00	10,000	1.05	60,000	70,000
(Fish 60 cents per 100 pounds.)					
Kenosha to Rockford.....	5.07	1,000	.60	6,000	7,000
Elgin to Lake Geneva.....	5.00	2,000	.25	12,000	14,000
Milwaukee to Montford and } (Galena to Woodman.....)	30.00	3,000	1.00	18,000	21,000
Winona to Pierre and Brainard.....	75.00	5,000	1.50	30,000	35,000
Clinton to Anamosa.....	6.25	1,000	.30	6,000	7,000
Stanwood to Tipton.....	2.00	500		3,000	3,500
Des Moines to Callanan.....	10.00	2,000	.35	12,000	14,000
Tama to Elmore and Bra.....	20.00	2,000	1.00	12,000	14,000
Maple R. J. to Mapleton and Bra.....	6.25	1,000	.30	6,000	7,000
Carroll to Kirkman and Bra.....	50.00				
Sheboygan to Princeton { 56 cents per 100 pounds transported whole length of route.					
UNITED STATES EXPRESS COMPANY:—					
Chicago to Milwaukee.....	66.66	17,000	.40	102,000	119,000

GENERAL BALANCE SHEET, 1ST JUNE, 1884—CONCLUDED.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage. The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a carload). Their freight has no preference over other freight of like class.

LANDS.

CONGRESSIONAL GRANT.

(Year ending June 30, 1884.)

State the number of acres of land your company has already received from the Congressional land grant. None.

State the number of acres yet to inure to your company from Congressional grant. Grant not yet adjusted.

State the average price at which these lands are now offered for sale by the company. About \$4.75 per acre.

State the average price at which lands have been sold or contracted by the company during the year ending June 30, 1884. About \$4.54.

State the number of acres sold during the year ending June 30, 1884..... { Acres sold (deeded), 75,439.85.
Town Lots sold (deeded), 276.

State the number of acres contracted to be sold during the year ending June 30, 1884..... { Acres, 101,014.08.
Town lots, 209.

State the amount received from sales during the year ending June 30, 1884..... { From lands, \$160,361.81.
From town lots, \$16,054.59

State the amount received from outstanding contracts during the year ending June 30, 1884..... { Lands, \$150,654.32.
Town lots, \$5,252.09.

State the amount received from forfeited contracts, stumpage, etc., (including interest on deferred payments received by the company during the year ending June 30, 1884..... { Lands, \$46 054.33.
Town lots, \$1,252.59

State the gross amount received from sales, contracts, stumpage, etc., up to June 30, 1884. \$379,629.71.

No swamp lands.

SUMMARY.

Total amount of lands received by company, 1,752,733.42 acres.

Total amount of lands sold by company, 407,239.75 acres.

Total amount of lands contracted by company, 350,381.72½.

Total amount of cash received from sales, contracts, forfeited contracts, stumpage, etc., including interest on deferred payments received by the company, \$2,428,645.71.

ADDITIONAL QUESTIONS APPLYING TO ROAD IN MINNESOTA.

Date of original charter of the road and that of any road consolidated with it, and the names of the companies. The "Transit Railroad Company" was chartered, March 3, 1855. No consolidations have been made in Minnesota; branch lines have been acquired by purchase.

ADDITIONAL QUESTIONS—CONCLUDED.

Date of foreclosure and sale, under which road and each branch is now held, and terms and amount of each sale. The Transit Railroad was sold, June 23, 1860, to the State of Minnesota, and its property and franchises granted by the State to The Winona & St. Peter Railroad Company, by charter of March 10, 1862.

Rates and dates of all cash dividends on stock of original and consolidated companies so far as known. No dividends have been declared or paid on the stock of the Winona & St. Peter R. R. Co.

Date when main line (giving termini and length) was put in operation:

Winona to Rochester, 49.50 miles, in 1864.
 Rochester to Waseca, 55.50 miles, in 1867.
 Waseca to Janesville, 11.00 miles, in 1870.
 Janesville to St. Peter, 23.00 miles, in 1871.
 St. Peter to New Ulm, 30.00 miles, in 1872.
 New Ulm to Gary, 119.50 miles, in 1874.
 Gary to Watertown, 34.48 miles, in 1874.

Date of the commencement of operating of each branch line, giving termini and length:

Mankato Junction to Mankato, 3.75 miles, in 1871.
 Sleepy Eye to Redwood Falls, 24.40 miles, in 1878.
 Rochester to Zumbrota, 24.48 miles, in 1878.
 Eyota to Plainview, 15.01 miles, in 1878.
 Eyota to Chatfield, 11.46 miles, in 1878.
 Tracy to Dakota line, 46.40 miles, in 1879.

Roads operated under lease (whether temporary or permanent), giving name, termini, length, address of lessors and terms of lease. No roads in Minnesota operated under lease.

What running arrangements have you with other railroad companies, setting forth the contracts for the same. None in Minnesota.

GENERAL REMARKS AND HISTORY OF YOUR COMPANY.

The Winona & St. Peter Railroad Company was chartered March 10, 1862.

	MILES.
Main line is.....	323.11
The following branch lines have been purchased, to-wit:	
Winona, Mankato and New Ulm, Oct. 11, 1880.....	3.75
Minnesota Valley Ry.	24.40
Rochester & No. Minn. Ry.	24.48
Plainview R. R.	15.01
Chatfield R. R.	11.46
Chicago & Dakota Ry.	46.40
Total	448.61
Of which 34.48 miles are in Dakota.	

ACCIDENTS IN THE STATE OF MINNESOTA CAUSING INJURY TO PERSONS.

DATE.	Names of Injured Persons.	Occupation of Employees.	Location.	Causes of Accident.	Character of Injury.
July 2, 1888.	J. W. Blair	Brakeman	Tracy	Coupling	Hip and thigh bruised.
" 7 "	John Wolski	Laborer	Stockton	Bank caved in on him	Fatal.
" 16 "	John Manly	"	St. Peter	Playing on track (child)	Fatal.
" 18 "	S. G. Savage	"	Kasota	Laid down on track (suicide)	Fatal.
" 20 "	John Lebera	"	Winona	Playing under car	Fatal.
" 20 "	Peter Plant	"	Meriden	Walking on track	Confusion of apine.
" 30 "	A. Krazier	Switchman	Tracy	Coupling	Hand broken.
" 21 "	Theo. Smith	Passenger	Owatonna	"	Arm broken and bruised.
" 21 "	G. Echert	"	"	"	Left leg broken.
" 21 "	A. S. Broadway	"	"	"	Cut over right eye.
" 21 "	W. E. Rogers	"	"	"	Knee and back injured.
" 21 "	Mrs. M. Frommes	"	"	"	Internal injuries.
" 21 "	Wm. Frommes	"	"	"	Face cut.
" 21 "	John Lucas	"	"	"	Leg broken.
" 21 "	John Schnitzer	"	"	"	Two ribs broken.
" 21 "	G. B. Hall	"	"	"	Head and leg cut.
" 21 "	Miss Forbes	"	"	"	Wrist fractured.
" 21 "	D. Bergman	"	"	"	Scalp wound.
" 21 "	S. Dunning	"	"	Train thrown from the track by a cyclone	Wrist dislocated.
" 21 "	C. Zickrick	"	"	"	Head cut.
" 21 "	G. W. Smith	"	"	"	Internal injuries.
" 21 "	C. F. Whaley	"	"	"	Back wrenched.
" 21 "	Stella Hartley	"	"	"	Internal injuries.
" 21 "	A. R. Williams	"	"	"	Internal injuries.
" 21 "	Mrs. Davis	"	"	"	Back injured.
" 21 "	Thos. Hartley	"	"	"	Leg broken.
" 21 "	John Rapa	"	"	"	Collar-bone broken.
" 21 "	Fred. Morgan	Conductor	"	"	Arm broken.
" 21 "	W. H. McMan	Brakeman	"	"	Concussion of brain.
Aug. 3, "	M. McMahon	Ragsgeman	Rochester	Coupling	Finger bruised.
" 24 "	J. E. Gorman	Conductor	Min. City	Getting on train in motion	Fatal.
" 19 "	Jas. Kelly	"	Tracy	Fell from hand car	Concussion of brain.
" 27 "	Charles Dunler	Laborer	"	Coupling	Shoulder bruised.
" 21 "	W. M. Higgins	Fireman	Zumbrota	Engine derailed by a cyclone	Fatal.
Sep. 21, "	Chas. Young	Switchman	Sleepy Eye	Coupling	Hand injured.
" 21 "	G. W. Cutler	Yard foreman	"	"	Leg and foot bruised.
" 25 "	Thos. Peckrin	Brakeman	Winona	"	Collar-bone and ribs bruised.

ACCIDENTS IN THE STATE OF MINNESOTA CAUSING INJURY TO PERSONS—CONCLUDED.

DATE.	Names of Injured Persons.	Occupation of Employees.	Location.	Causes as Accident.	Character of Injury.
Sept. 22, 1883.	J. R. Mitchell.	Engineer.	Nicollet.	Collision of trains.	Shoulder and head injured.
" 24, "	A. Seymour.	Fireman.	Utica.	Run over by train.	Fatal.
Oct. 3, "	M. Labin.	Brakeman.	Springfield.	"	Three fingers off.
" 6, "	T. Gil Zed.	"	St. Peter.	" (fell).	Both arms off.
" 12, "	Chas. Young.	Switchman.	Steeply Eye.	"	Two fingers off.
" 13, "	W. G. Manke.	Passenger.	Altamont.	Train off track.	Slightly shaken.
" 24, "	C. Steiert.	"	"	"	"
" 25, "	Thos. McCarthy.	Brakeman.	Owatonna.	Fell off train.	Two ribs broken.
" 25, "	Geo. Corliss.	Switchman.	Steeply Eye.	Coupling.	Finger mangled.
Nov. 4, "	W. Miller.	"	"	"	"
" 13, "	F. McKee.	Switchman.	Tracy.	" (fell).	Fatal.
" 14, "	F. Hubner.	Laborer.	Marshall.	Fell from moving train.	Foot crushed.
" 16, "	R. Merrill.	Passenger.	Steeply Eye.	Jumped from train (attempted suicide).	Slightly hurt.
" 19, "	W. C. Koehler.	"	St. Peter.	Getting on moving train.	Shoulder dislocated.
Dec. 4, "	C. A. Olive.	Brakeman.	Canby.	"	Fatal.
Jan. 8, 1884.	A. C. Lackey.	Engineer.	Lake Benton.	Snow plough and engine tipped over.	Back and leg bruised.
Jan. 8, "	W. J. Foster.	Foreman.	Tracy.	Hit by coal bucket.	Leg fractured.
Feb. 1, "	S. Anderson.	Conductor.	Tracy.	Trying to stop car by blocking.	Thumb crushed.
" 2, "	W. Tropey.	Laborer.	Steeply Eye.	Foot caught between bumpers.	Foot jammed.
" 22, "	Jas. Cast.	Brakeman.	Eagle Lake.	Coupling.	Hip and leg injured.
" 23, "	B. Branigan.	Laborer.	Dodge Centre.	Snow plough settled on him.	Internal injuries.
" 24, "	A. Skinnore.	Conductor.	Rose Siding.	Hit by car while caught in snow.	Shoulder and neck injured.
Mar. 3, "	J. E. Runderknecht.	Passenger.	St. Peter.	Fell from car.	Elbow and back bruised.
" 7, "	Elmer Toak.	Brakeman.	Owatonna.	Coupling.	Fatal.
" 11, "	S. S. Phelps.	Carpenter.	Winona.	"	Collar bone broken.
" 23, "	H. C. Perry.	Passenger.	Waseca.	Crossing track.	Fatal.
" 26, "	F. M. Hughes.	Brakeman.	Rochester.	Jumped from moving train.	Scalp wound.
April 1, "	John Rice (No. 2).	"	Ironquits.	Foot caught in guard rail.	Foot mangled.
" 16, "	A. H. Karns.	"	Winona J.	Coupling.	Arm broken.
" 28, "	John Leonard.	"	Readstone.	"	Fingers crushed.
" 19, "	John Rice (No. 1).	Yard-foreman.	Winona.	"	Two fingers off.
May 8, "	Fred. Windt.	Laborer.	Springfield.	Bank caved on him.	Leg fractured.
" 26, "	J. McNish.	Brakeman.	Rochester.	Coupling.	Leg crushed.
June 24, "	W. Heywood.	Switchman.	Tracy.	Fell from side of car.	Side injured.
" 24, "	Frank Gibson.	Brakeman.	Waseca.	Car dlor fell on him.	Fingers bruised.

SUMMARY.

Total number of passengers injured from causes beyond their control.....	22
Total number of passengers injured by their own misconduct or want of caution	3
Total number of employes killed from causes beyond their control.....	1
Total number of employes injured from causes beyond their control.....	3
Total number of employes killed by their own misconduct or want of caution	6
Total number of employes injured by their own misconduct or want of caution	32
Total number of others killed by their own misconduct or want of caution	4
Total number of others injured by their own misconduct or want of caution	2

STATE OF ILLINOIS, }
COUNTY OF COOK. } ss.

Albert Keep, president, and J. B. Redfield, auditor of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1884, to the best of their knowledge and belief.

Signed,

{ SEAL
OF R. R. }

ALBERT KEEP,
J. B. REDFIELD.

Subscribed and sworn to before me at Chicago, Ill., this 16th day of August
A. D. 1884.

J. F. CLEVELAND,
Notary Public.

[SEAL.]

REPORT

OF THE

Chicago, St. Paul, Minneapolis & Omaha Railway Company

FOR THE YEAR ENDING 30TH OF JUNE, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
Marvin Hughitt.....President.....	Chicago, Ill.
M. L. Sykes.....1st Vice President.....	New York, Y. Y.
E. E. Woodman.....Secretary.....	Hudson, Wis.
Jno. D. Howe.....General Solicitor.....	St. Paul, Minn.
M. L. Sykes.....Treasurer.....	New York, N. Y.
E. W. Winter.....Assistant President.....	St. Paul, Minn.
J. M. Whitman.....Gen. Superintendent.....	St. Paul, Minn.
C. W. Johnson.....Chief Engineer.....	St. Paul, Minn.
F. B. Clark.....General Traffic Manager.....	St. Paul, Minn.
T. W. Teasdale.....General Ticket Agent.....	St. Paul, Minn.
J. H. Hiland.....General Freight Agent.....	St. Paul, Minn.
H. A. Gray.....Auditor.....	St. Paul, Minn.
W. H. Phipps.....Land Commissioner.....	Hudson, Wis.

General Offices of the Company.....	.....St. Paul Minn.
	.....Hudson, Wis.
	52 Wall Street, New York.
General Office in this State.....	.....St. Paul, Minn.

NAMES OF DIRECTORS	RESIDENCE.	NAMES OF DIRECTORS	RESIDENCE.
C. M. Depew.....	.....New York	Marvin Hughitt.....	.....Chicago, Ill.
M. L. Sykes.....	.....New York	A. H. Wilder.....	.....St. Paul, Minn.
Wm. K. Vanderbilt.....	.....New York	Jno. M. Whitman.....	.....St. Paul, Minn.
Cornelius Vanderbilt.....	.....New York	E. W. Winter.....	.....St. Paul, Minn.
H. McK. Twombly.....	.....New York	Jno. D. Howe.....	.....St. Paul, Minn.
W. L. Scott.....	.....Erie, Pa.	W. D. Washburn.....	.....Minn'p's, Minn.
Albert Keep.....	.....Chicago, Ill.		

OFFICERS OF THE COMPANIES OPERATING—CONCLUDED.

Wm. K. Vanderbilt.....	} Executive Committee.
Cornelius Vanderbilt.....	
C. M. Depew.....	
Albert Keep.....	
Marvin Hughitt.....	
M. L. Sykes.....	
Jno. D. Howe.....	

Date of annual election of directors: 1st Saturday after 1st Thursday in June.

Name and address of person to whom correspondence, concerning this report, should be directed: H. A. Gray, Auditor.

CAPITAL STOCK, DEBTS, ETC.

Capital Stock authorized.....	\$50,000,000.00
Total Common Stock	19,329,393.34
Amount of Preferred Stock.....	11,264,233.31
Rate of preference and for what issued. 7 per cent, for construction and purchase of lines.	
Proportion of stock for Minnesota. 354.71 miles at \$24.759.14 per mile.....	8,782,314.55

DEBTS, ETC.

BONDED DEBT.

St. Paul Depot Ground Bonds due Oct. 1, 1903, rate of Int. 10 per cent, St. P., S. & T. F. R.R.....	\$30,000.00
First Mortgage Bonds, due May 1, 1918, rate of Int, 6 per cent, C. St. P. & M. Ry.....	3,000,000.00
First Mortgage Bonds due Jan. 1, 1930, rate of Int., 6 per cent, Nor. Wis. Ry.....	800,000.00
First Mortgage Bonds due July 1, 1908, rate of Int., 8 per cent, Hudson & River Falls R.R.....	125,000.00
First Mortgage Bonds, due April 1, 1919, rate of Int., 6 per cent, St. P. & S. C. R. R.....	6,080,000.00
First Mortgage Bonds, due Jan. 1, 1908, rate of Int., 7 per cent, St. P., S. & T. F. R. R.....	334,800.00
Consolidated Mortgage Bonds, due Oct. 1, 1930, rate of Int., 6 per cent, C., St. P., M. & O. Ry.....	11,759,357.50
Land Grant Income Bonds, due May 1, 1898, rate of Int., 6 per cent, C., St. P. & M. Ry	47,812.50
Total Bonded Debt.....	\$22,176,970.00

FLOATING DEBT.

Amount of Debt not secured by Mortgage. (See Balance Sheet.)	
Proportion of Debt, Bonded and Floating, for Minnesota, 354.71 miles at \$17,947.61 per mile	\$6,366,196.74
Total amount of paid up Stock and Debt.....	52,770,596.65
Amount of Stock and Debt per mile of road owned.....	42,706.75

COST AND VALUE OF ROAD AND EQUIPMENT.

Total cost of construction and equipment.....	\$50,148,298.29
Average cost of road and equipment per mile (1,235.65 miles) owned.....	40,584.55
Is your construction account closed? No.	
If the road was not built by the present owners, state cost of road and equipment to them.....	50,148,298.29

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD, ETC.	MILES.	
	Entire Length.	Length in Minnesota.
Length of Main Line of road from Elroy to Omaha. (Includes 26.43 miles leased).....	593.38	206.65
Length of Main Line. Includes 1.23 in Minnesota....		
Length of double track on Main Line, 14.73 miles, all steel.....		
BRANCHES.		
From Hudson to River Falls.....	12.21	
From Stillwater Junction to Stillwater.....	3.80	3.80
From Stillwater to St. Croix Bridge.....	4.40	4.40
From Merrilan to Neilsville.....	14.00	
From East St. Paul to Minneapolis (leased).....	10.10	10.10
From Chippewa Falls to Chicago Junction.....	79.68	
From North Wisconsin Junction to Bayfield.....	178.15	
From Superior Junction to Superior City.....	60.43	
From Ashland to Ashland Junction (proprietary road)	4.38	
From Lake Crystal to Elmore.....	44.00	44.00
From Heron Lake to Woodstock.....	44.00	44.00
From Sioux Falls Junction to Salem.....	98.00	42.53
From Luverne to Doon.....	28.00	10.56
From Coburn Junction to Ponca.....	15.82	
From Emerson to Norfolk.....	46.50	
Florence Cut-off.....	5.95	
Wakefield to Hartington.....	33.76	
Total length of Main Line and Branches.....	1,276.56	366.04
Aggregate length of Sidings not enumerated above.....	162.50	64.53
Number of miles iron rail owned.....486.66		
Number of miles steel rail owned.....753.37		
Aggregate length of tracks operated by this Co., computed as single track.....	1453.79	445.30
Gauge of road—4 ft. 8 in.....		
NOTE: Length of track owned.....	1,235.65	354.71
Length of track leased.....	40.91	11.33
Total.....	1,276.56	366.04

STATIONS.

Number of stations on line of road in Minnesota.....	66
Number of "common points" in Minnesota.....	14

BRIDGES AND TRESTLES IN MINNESOTA.

Wooden Bridges, Number of.....426.....	Aggregate length.....20,368 feet.
Stone Culverts, Number of.....25.....	Aggregate length.....479 feet
Iron Bridges, Number of.....10.....	Aggregate length.....1,481 feet.
Wooden Trestles, Number of.....42.....	Aggregate length.....9,860 feet.

CHARACTERISTICS OF ROAD—CONTINUED.

FENCING IN MINNESOTA.

Number of miles of fencing on the road, and kind. About 350 miles, board and wire.
 The total cost of same. Not known.
 Average cost per rod. Not known.

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality? C., M. & St. P. Ry., at Shakopee, West Mankato, Winnebago City, Prairie Junction, and west end St. Croix Bridge. M. & St. L. Ry., at Merriam Junction. Winona & St. Peter R. R., $2\frac{1}{2}$ miles west of Kasota, and 1 mile east of Mankato.

EQUIPMENT.

Number of locomotives of more than 30 tons weight, exclusive of tender.....	143
Number of locomotives of more than 20 tons weight, exclusive of tender.....	38
Number of first-class passenger cars.....	55
Number of dining cars.....	2
Number of second-class passenger cars.....	25
Number of pay and officers' cars.....	2
Number of express and baggage cars.....	39
Number of box, freight and stock cars.....	3,749
Number of flat and coal cars.....	1,473
Number of other cars, caboose, 99; derrick and tool, 7; pile driver, 3; ditcher, 4.....	113
The above equipment applies to 1,276.56 miles of road operated, 1,235.65 miles owned.	
Total cost of above equipment.....	Not known
Average cost of equipment per mile of road operated.....	Not known

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

	Whole road.	Minn.
Total number of miles run by passenger trains during the year ending June 30, 1884.....	12,534.84	5,397.27
Number of miles run by freight and mixed trains during the year ending June 30, 1883.....	26,795.56	9,189.00
Number of miles run by working and switching trains.....	16,862.44	6,225.73
Total mileage.....	56,192.84	20,812.00
Mileage of empty freight cars.....	11,078,989	No record

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed for express passenger trains.....	40
Schedule rate of same, including stops, about.....	22
The highest rate of speed allowed for mail and accommodation trains.....	40
Schedule rate of same, including stops, about.....	22
The highest rate of speed allowed for freight trains.....	18
Schedule rate of same, including stops, about.....	12

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY. 161

DOINGS OF THE YEAR IN TRANSPORTATION—CONCLUDED.

TARIFFS.

Average rate per mile for through passengers during the year	} approx....2.58cts
Average rate per mile for local passengers during the year.....	
Average rate per mile per ton (of 2,000 lbs) for through freight	} approx....1.43cts
Average rate per mile per ton (of 2,000 lbs) for local freight...	

CHARACTER OF SERVICE.

	Number of Persons employed.
Division and assistant superintendents.....	10
Clerks in all offices.....	396
Master and assistant mechanics.....	316
Conductors.....	117
Engineers, firemen and wipers.....	537
Brakemen and baggagemen.....	297
Flag men, switch tenders, gate keepers and watchmen.....	33
Station agents.....	151
Section men.....	2,548
Laborers.....	367
Other employes.....	885

TONNAGE.

	Tons.
(The whole number of tons of each class carried on whole line.)	
Grain.....	245,127
Agricultural products except grain.....	42,461
Flour and meal.....	253,815
Provisions and other farm products.....	12,683
Manufactures.....	34,560
Animals.....	54,011
Lumber.....	413,712
Other forest products.....	158,504
Iron, lead and mineral products.....	30,216
Stone, brick, lime, cement, sand, salt, waterlime and stucco, etc....	130,496
Coal.....	100,468
Merchandise and other articles.....	412,448
Total.....	1,888,501

PASSENGERS.

Number of passengers carried during the year ending June 30, 1884.....	924,335
Total passenger mileage or passengers carried one mile.....	58,048,238
Average distance (miles) traveled by each passenger.....	62.80

FREIGHT HAULED.

Average amount of freight hauled per car per mile, including empty cars.....	1.33 tons.
Average amount of freight hauled per train per mile.....	21.66 tons.

EARNINGS DURING THE YEAR ENDING JUNE 30, 1884.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

MONTHS.	FREIGHT.	PASSENGERS.	MAILS.	EXPRESS.	RENTS, &C.	TOTALS.
July, 1883.....	\$297,687.94	\$129,378.04	\$5,727.21	\$8,658.80	\$2,881.56	\$444,333.55
August, 1883.....	329,531.96	143,180.79	7,355.71	10,094.47	4,856.79	495,019.72
September, 1883.....	362,738.11	143,401.68	6,431.99	8,846.87	2,073.11	523,491.76
October, 1883.....	502,970.33	150,286.17	7,005.30	8,728.52	4,889.45	673,879.77
November, 1883.....	422,681.94	141,443.83	6,761.97	8,706.21	3,590.84	583,184.79
December, 1883.....	316,954.53	108,567.60	6,990.80	7,912.24	2,561.38	442,956.55
January, 1884.....	253,393.90	81,406.00	6,993.80	5,685.86	2,803.91	350,283.47
February, 1884.....	238,598.54	77,215.99	7,010.30	5,298.57	3,329.40	331,452.80
March, 1884.....	323,579.61	123,320.77	7,010.30	6,361.68	3,679.99	463,952.35
April, 1884.....	408,190.37	142,098.93	7,032.80	7,796.56	2,879.55	567,998.21
May, 1884.....	360,765.44	132,376.71	7,007.80	9,367.06	3,831.56	573,348.57
June, 1884.....	322,958.53	124,340.58	6,987.80	8,980.22	3,246.45	466,513.58
Totals.....	\$4,140,051.20	\$1,497,017.09	\$82,315.78	\$96,437.06	\$40,623.99	\$5,856,445.12

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY. 163

EARNINGS DURING THE YEAR ENDING JUNE 30, 1884—CONCLUDED.

Total tariff earnings for the year ending 30th of June, 1884.....	\$5,637,068.29
Total earnings from other sources for the year ending 30th of June, 1884.....	219,376.83
Total earnings for year—entire line.....	\$5,856,445.12
Total passenger earnings in Minnesota.....	\$485,233.07
Total freight earnings in Minnesota.....	1,640,844.27
Total miscellaneous earnings in Minnesota.....	83,799.25
Total earnings in Minnesota.....	\$2,209,876.59
What percent is the earnings in Minnesota of the earnings of the entire line?.....	37 $\frac{73}{100}$ percent.
Of the earnings of the entire line, what is the ratio of the passenger to the freight?.....	as 4 to 11
Average gross earnings per mile (1,247.98 miles) of track, exclusive of sidings.....	\$4,692.74
Average gross earnings per train mile.....	1.48 $\frac{9}{10}$
Average net earnings per mile (1,247.98 miles) of track, exclusive of sidings.....	1,579.54
Average net earnings per train mile.....	.50 $\frac{1}{10}$

EXPENSES DURING THE YEAR ENDING JUNE 30, 1884.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way.....	\$842,070.58
Maintenance of buildings.....	74,220.01
Maintenance of rolling stock—	
Locomotives.....	\$212,773.25
Passenger, baggage, mail and express cars.....	85,453.47
Freight cars.....	209,383.43
Conducting transportation—	507,610.15
Expenses Missouri River Transfer.....	36,493.28
Motive power and care.....	1,071,039.40
Train employes.....	245,365.42
Agents and station labor.....	321,183.32
Other expenses conducting transportation.....	255,732.36
General expenses—	1,929,813.78
Salaries of officers and clerks.....	\$140,245.33
Office and clerical expenses (not kept separate)	
Legal expenses.....	27,258.36
Other general expenses.....	149,098.82
Total operating expenses, entire line, being 62.67 per cent of earnings.....	\$3,670,317.03
Total operating expenses in Minnesota (approximate).....	1,255,934.04
Average operating expenses per mile (1,247.98 miles) of track, exclusive of sidings.....	2,941.01
Average operating expenses per train mile.....	93.32
Excess of earnings over operating expenses.....	2,186,128.09

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EXPENSES DURING THE YEAR ENDING JUNE 30, 1884—CONCLUDED.

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year.....	\$1,512,193.32	
Additional equipment during the year.....	154,531.94	
Taxes—State, County and National.....	214,896.83	
For interest on bonds, less interest collected.....	1,158,635.64	
Dividends (rate 7 per cent) on preferred stock.....	787,976.00	
Lease or privilege of other roads (giving names, and amount paid each —		
St. P., M. & M. R'y.....	\$21,431.58	
M. & St. L. R'y.....	6,179.30	
Illinois Central R'y.....	12,000.00	
St. Paul Union Depot Co.....	2,819.31	
		<u>42,430.19</u>
Total payments in addition to operating expenses.....		\$3,870,663.92

GENERAL BALANCE SHEET 1st JULY, 1884.

ASSETS.	AMOUNT.	LIABILITIES.	AMOUNT.
Cost of Road and Equipment.....	\$50,148,298.29	Common Stock.....	\$19,299,393.34
Land Grant Accounts.....	2,465,779.04	Preferred Stock.....	11,294,233.31
Stocks and Bonds owned.....	1,667,344.08	Funded Debt.....	22,176,970.00
Proprietary Railways.....	171,182.18	Land Grants.....	2,139,938.79
Material and Supplies.....	801,033.79	Income Account.....	1,488,141.15
Excess of Cash and Cash Assets over Current Liabilities.....	1,145,039.21		
	\$56,398,676.59		\$56,398,676.59

GENERAL BALANCE SHEET, 1st JULY—CONCLUDED.

What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? The State law. We find it to be sufficient.

What regulations govern your employes in regard to crossings of public highways, and are the regulations found to be sufficient? Engineers must sound one long and one short blast of the whistle eighty rods before crossing any highway. The bell must also be rung until such highway is passed. Regulations are found to be sufficient.

What platform and coupler between passenger cars do you use? Miller patent platform, coupler and buffer.

What kind of brakes do you use on passenger trains? Westinghouse automatic.

U. S. MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? St. Paul to St. Croix River, \$108.08 per mile per annum. Heron Lake to Woodstock, \$42.75 per mile per annum. Stillwater Junction to Stillwater, \$53.01 per mile per annum. Lake Crystal to Elmore, \$44.46 per mile per annum. Luverne to Iowa Line, \$42.75 per mile per annum. St. Paul to Iowa Line, \$112.86 per mile per annum. Worthington to Dakota Line, \$48.74 per mile per annum. Terms presented to U. S. P. O. Dept.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repair of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? American Express Co. Rates, 1½ times first-class freight rates on general business. First-class rates on special articles. The Express Company handles this company's money and valuable packages free. They do a general express business, and handle their own freight both on and off trains.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and what terms and on what conditions as to rates, use of tracks, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? The cars of all transportation companies are allowed to run on this road. This company pays the usual mileage, three-fourths of a cent per mile, for use of same. No preference is given to the cars or freight of any company.

ADDITIONAL QUESTIONS.

Rates and dates on all cash dividends of original and consolidated companies so far as known. See previous reports for previous dividends.

No. 12, 1½ per cent on preferred stock, declared Aug. 29..... \$196,994.00

No. 13, 1½ per cent on preferred stock, declared Dec. 6..... 196,994.00

No. 14, 1½ per cent on preferred stock, declared Feb. 27..... 196,994.00

No. 15, 1½ per cent on preferred stock, declared June 7..... 196,994.00

Date when main line (giving termini and length) was put in operation. See previous reports.

Date of the commencement of operating of each branch line, giving termini and length. See previous reports.

Roads operated under lease (whether temporary or permanent), giving name, termini, length, address of lessors and terms of lease. St. P., M. & M. Ry, St. Paul to Minneapolis, 10.10 miles. This company pays a percentage on cost as rental, and a proportion of maintenance expenses based on wheelage. This company also runs its trains over the M. & St. L. Ry, between Merriam Junction and Minneapolis on same terms.

ACCIDENTS.

STATEMENT OF EACH ACCIDENT.

Joseph Lature, Aug. 21, lying on track, drunk, $\frac{1}{2}$ mile west of St. Peter ; killed.
 Harry Williams, Aug. 18, attempting to get on train, while drunk, at Madelia ; killed.

David Clay, Sept. 10, standing on track, Stillwater ; killed.

Joseph Stokes, Sept. 12, walking on track, Merriam Junction ; killed.

John Meehan, Sept. 22, jumping from train, East St. Paul ; killed.

D. C. Hasey, employe, Oct. 16, coupling cars, Windom ; injured.

Leon Anthony, employe, Oct. 18, coupling cars, Merriam Junction ; injured.

Alex. O'Neil, employee, Nov. 7, getting on train, Ottawa ; injured.

Wm. Barnes, employe, Nov. 16, coupling cars, Heron Lake ; injured.

Charles Christopher, employe, Nov. 17, slipped and fell under wheel ; injured.

Nathan Wood, employe, Nov. 24, coupling cars, Adrian ; injured.

James Messick, employe, Nov. 26, coupling cars, Kasota ; injured.

Frank Ruziska, employe, Dec. 11, foot catching in frog, St. Paul ; killed.

Frank Whidder, employe, Dec. 14, fell from car Merriam Junction ; injured.

Chas. Merriam, employe, Jan. 20, 1884, coupling cars, Stillwater Junction ; injured.

Robert Rogerson, employe, Feb. 28, getting on train while in motion, Minneapolis ; injured.

Wm. Gillespie, employe, March 7, coupling cars, East St. Paul ; injured.

Wm. Cochrane, employe, April 1, falling off engine, Lake Crystal ; injured.

Theo. Cameron, passenger, April 16, jumping on and off train, Barden ; killed.

Peter Bihler, April 24, stealing a ride, St. James ; killed.

L. A. Place, employe, May 3, coupling cars, Sioux Falls Junction ; injured.

Nathaniel Copin, passenger, May 27, jumping on train, Mankato ; injured.

Hogan Mattison, employee, June 12, coupling ears, Lincoln ; killed.

Totals : Passengers, 1 killed 1 injured, by their own misconduct or want of caution. Employees, 3 killed, 10 injured, by their own misconduct or want of caution ; 2 injured, from causes beyond their control. Others, 5 killed and 1 injured, by their own misconduct or want of caution.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY. } ss.

E. W. Winter, Assistant President, and H. A. Gray, Auditor of the Chicago, St. Paul, Minneapolis and Omaha Railway Co., being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1884, to the best of their knowledge and belief.

[SEAL OF E. E.]

Signed,

E. W. WINTER,
H. A. GRAY.

Subscribed and sworn to before me at St Paul this second day of October, A. D. 1884.

[SEAL.]

G. A. HAMILTON,
Notary Public.

REPORT

OF THE

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,

FOR THE YEAR ENDING 30TH OF JUNE, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
Alex. Mitchell.....President	Milwaukee.
Julius Wadsworth.....1st Vice President	New York.
J. B. Dumont.....2d Vice President	New York.
P. M. Myers.....Secretary	Milwaukee.
Jno. W. Cary.....General Solicitor	Milwaukee.
R. D. Jennings.....Treasurer	Milwaukee.
S. S. Merrill.....General Manager	Milwaukee.
J. T. Clark.....General Superintendent	Milwaukee.
D. J. Whittemore.....Chief Engineer	Milwaukee.
A. V. H. Carpenter..Gen. Ticket Agent	Milwaukee.
A. C. Bird.....General Freight Agent	Milwaukee.
J. P. Whaling.....General Auditor	Milwaukee.
H. G. Haugan.....Land Commissioner	Milwaukee.

General Office of the Company.....Milwaukee, Wis.
 General Office in this State.....Minneapolis, Minn.

NAMES OF DIRECTORS	RESIDENCE.	NAMES OF DIRECTORS	RESIDENCE.
Alex. Mitchell.....	Milwaukee.	Jos. Milbank.....	New York.
Julius Wadsworth.....	New York.	Jno. Plankinton.....	Milwaukee.
J. B. Dumont.....	New York.	Jas. T. Woodward.....	New York.
S. S. Merrill.....	Milwaukee.	H. T. Dickey.....	New York.
S. Chamberlain.....	Cleveland.	J. Stillman.....	New York.
Wm. Rockefeller.....	New York.	J. C. Easton.....	La Crosse.
Peter Geddes.....	New York.		

Alex. Mitchell..... Julius Wadsworth..... Wm. Rockefeller..... Peter Geddes..... H. T. Dickey.....	} Executive Committee.
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Date of annual election of directors : June.

Name and address of person to whom correspondence, concerning this report, should be directed : J. P. Whaling, General Auditor, Milwaukee, Wis.

CAPITAL STOCK, DEBTS, ETC.

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash	}	\$30,904,261.00
Stock issued for account of construction.....		
Stock issued for bonds of company canceled.....		
Stock issued for dividends payable in stock.....		
Stock issued for payment of floating debt.....		
Stock issued for interest on bonded debt.....		
Stock issued for construction account on extension lines.....		
Stock issued to represent purchased lines.....		
Total common stock.....		\$30,904,261.00
Amount of preferred stock.....		16,540,983.00
Total capital stock.....		\$47,445,244.00
Proportion of stock for Minnesota on basis of miles of road.....		\$10,454,493.00
Proportion of stock for Minnesota per mile of road.....		9,886.00

In answer to questions Nos. 1, 15 and 16 on page 3, Nos. 2 and 4 on page 4, and Nos. 31, 32 and 33 on page 18, we state that the present company was organized in 1863, and comprises various lines of road which had been built by other companies, the records of which are not all in our possession, on which account it is impossible to give the information desired.

NOTE.— Preferred stock is entitled to 7 per cent dividend if earned to the exclusion of common stock, but common stock is entitled to 7 per cent before preferred can have more — after that, no preference.

DEBTS, ETC.

BONDED DEBT.

NAME OF BONDS.	When issued.	When due.	INTEREST.		AMOUNT.
			Rate.	When Payable.	
Consolidated	1875	1905	7	Jan. and July	\$10,871,000
Consolidated "old issue"	1874	1904	7	Jan. and July	212,000
La Crosse Division.....	1863	1893	7	Jan. and July	5,279,000
Iowa & Minn. Division...	1867	1897	7	Jan. and July	3,201,000
Pra. do Chien div. 1st Mge	1868	1898	8	Feb. and Aug.	3,674,000
Pra. do Chien div. 2d Mge	1868	1898	7.3	Feb. and Aug.	1,241,000
Chicago & Mil. division...	1873	1903	7	Jan. and July	2,393,000
St. Paul (or river) division	1872	1902	7	Jan. and July	2,946,000
St. Paul & Sterling.....	1872	1902	7	Jan. and July	858,500
Iowa & Dakota division...	1869	1899	7	Jan. and July	541,000
Iowa & Dakota extension	1878	1908	7	Jan. and July	3,505,000
Hastings & Dakota div....	1872	1902	7	Jan. and July	89,000
Hastings & Dakota exten	1880	1910	7	Jan. and July	5,680,000
Southwestern division....	1879	1909	6	Jan. and July	4,000,000
La C. & Davenport div...	1879	1919	5	Jan. and July	2,500,000
Chicago & Pacific div.....	1880	1910	6	Jan. and July	3,000,000
Chicago & Western div...	1881	1921	5	Jan. and July	17,740,000
Southern Minn. division..	1880	1910	6	Jan. and July	7,432,000
Mineral Point division....	1880	1910	5	Jan. and July	2,840,000
Dubuque division.....	1880	1920	6	Jan. and July	6,710,000
Wisconsin Valley division	1880	1920	6	Jan. and July	1,700,000
Wisconsin & Minn. div....	1881	1921	5	Jan. and July	4,755,000
Chi. & Lake Superior div	1881	1921	5	Jan. and July	1,360,000
Second Mortgage.....	1864	1884	7	April and Oct.	387,000
Minnesota Central.....	1864	1894	7	Jan. and July	123,000
Milwaukee & Western....	1861	1891	7	Jan. and July	215,000
Land Grant Income.....	1880	1890	7	Jan. and July	238,000
Land Grant, 2d series.....	1883	1890	7	Jan. and July	1,600,000
Wisconsin Valley R. R....	1879	1909	7	Jan. and July	1,106,500
Oshkosh & Miss. River Ry	1871	1891	8	Jan. and July	35,000
Real Estate Mortgage.....	1884	1894	5	March and Sept.	225,000
Total.....					\$96,457,000

Amount of cash realized from sale of above mentioned bonds. Cannot state.

FLOATING DEBT.

Amount of debt not secured by mortgage in excess of assets.....	\$161,889.63
Proportion of debt, bonded and floating, for Minnesota, on basis of miles of road.....	21,289,836.00
Proportion of debt, bonded and floating, for Minnesota, per mile of road.....	20,132.00
Total amount of paid up stock and debt.....	144,064,133.63
Amount of stock and debt per mile of road.....	30,018.00

DEBTS, ETC.—CONCLUDED.

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way, entire line? Cannot state.
 Cost of right of way in Minnesota? Cannot state.
 Cost of construction, entire line? Cannot state.
 Cost of construction in Minnesota? Cannot state.
 Cost of present equipment (applying to miles of road)? Cannot state.
 Cost of all real estate used exclusively in operating the road? Cannot state.
 Cost of all fixtures and conveniences for business of the road? Cannot state.
 Total cost of construction and equipment? Cannot state.
 Average cost of road and equipment per mile [4,799.35 miles]. \$31,018.00
 Is your construction account closed? No.
 If the road was not built by the present owners, state cost of road and equipment to them? See below.
 The value of all other property owned by the corporation? See below.
 Construction and purchase of road, equipment, etc.....\$148,863,855.51

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD, ETC.	MILES.	
	Entire Length.	Length in Minnesota.
We have no classification of lines, as main lines and branches.		
Total length of main line and branches.....	4,799.35	1,057.53
Aggregate length of sidings and other track not above..	755.39	136.36
Number of miles iron rail.....		755.53
Number of miles steel rail.....		302.00
Aggregate length of tracks operated by this company <i>computed as single track</i>	5,554.74	1,193.89

CHARACTERISTICS OF ROAD.—CONTINUED.

LENGTH OF LINE, ETC.

FROM	TO	Whole line.	Minnesota.
Milwaukee.....	Western Ave., Chicago.....	82.24	
P. C. & St. Louis Jct.....	Milwaukee Ave., ".....	.40	
Libertyville Jct.....	Libertyville.....	3.00	
Racine.....	Lanark Junct.....	119.60	
Savanna.....	Port Byron Junct.....	47.90	
Eagle.....	Elkhorn.....	6.59	
Watertown.....	Hampton Mines.....	4.25	
Rockton.....	Rockford.....	15.15	
Elk River Jct.....	Clinton.....	10.00	
Davenport.....	Jackson Junct.....	150.60	
Eldridge.....	Maquoketa.....	32.30	
Farley.....	Paralta.....	43.63	
North Chicago.....	Council Bluffs Transfer.....	489.41	
Galewood.....	Dunning.....	2.49	
Marion.....	Ottumwa.....	96.22	
Milwaukee.....	Prairie du Chien.....	194.40	
Prairie du Chien.....	P. du C. Bridge Switch.....	.50	
Mazomanie.....	Prairie du Sac.....	10.34	
Lone Rock.....	Richland Center.....	16.00	
Milwaukee Stock Yards.....	P. du C. Div'n Junct.....	.67	
Milton.....	Shullsburg.....	76.40	
Janesville.....	Beloit Junct.....	13.84	
Brodhead.....	Albany.....	7.15	
Warren.....	Mineral Point.....	32.75	
Calamine.....	Platteville.....	18.00	
Milwaukee.....	La Crosse.....	196.42	
Madison.....	Portage.....	39.00	
Watertown Junct.....	Madison.....	36.55	
Lisbon.....	Necedah.....	12.86	
Viroqua Junct.....	Viroqua.....	32.20	
North La Crosse.....	Onalaska.....	3.76	
La Crosse Levee.....	Track.....	.75	
Tomah.....	Merrill.....	108.53	
North Milwaukee.....	Portage.....	95.08	
Beaver Dam Junct.....	Beaver Dam.....	2.10	
Horicon.....	Berlin.....	42.30	
Rush Lake.....	Winneconne.....	14.80	
West Milwaukee.....	Schwartzburg.....	6.39	
Ripon.....	Oshkosh.....	20.00	
Brandon.....	Markesan.....	11.49	
Cement Line Junct.....	Rock.....	1.00	
Iron Ridge Junct.....	Fond du Lac.....	27.67	
Sabula Junct.....	River Junct.....	161.55	24.93
Turkey River Junct.....	West Union.....	58.21	
Bellevue.....	Cascade.....	35.62	
Waukon Junct.....	Waukon.....	22.81	
Caledonia Junct.....	Preston.....	57.52	57.52
Bridge Switch.....	St. Paul.....	128.51	128.51
St. Paul.....	St. Paul Junct.....	5.61	5.61
St. Paul.....	Short Line Junct.....	8.30	8.30
St. Croix Junct.....	Stillwater.....	24.90	24.90
Wabasha.....	Zumbrota.....	60.09	60.09
Wabasha.....	Central Junct.....	60.03	1.76
Central Junct.....	Chippewa Falls.....	1.22	
Red Cedar Junct.....	Cedar Falls.....	20.67	
McGregor.....	Minneapolis.....	215.42	130.64
Conover.....	Decorah.....	9.40	
Reulah Junct.....	Stella.....	14.40	
Northfield.....	Cannon Junct.....	31.98	31.98
Calmar.....	Chamberlain.....	399.20	
Mason City.....	Austin.....	39.33	11.34
Emmetsburg.....	Etherville.....	22.60	
Spencer.....	Spirit Lake.....	20.11	

CHARACTERISTICS OF ROAD—CONTINUED.

LENGTH OF LINE, ETC.—(Continued).

FROM	TO	Whole line.	Minnesota.
Marion Junct.....	Running Water.....	62.34	
Elk Point.....	Sioux Falls.....	69.92	
Sioux City.....	Scotland.....	88.18	
Rock Valley.....	Eden.....	9.39	
North La Crosse.....	Woonsocket Junct.....	398.06	299.47
Sioux Falls Junct.....	Sioux Falls.....	32.65	
Wells.....	Mankato.....	40.00	40.00
Hastings.....	Ortonville.....	202.10	202.10
Minneapolis.....	Benton.....	28.90	28.90
Ontonville Junct.....	Aberdeen.....	109.00	1.48
Aberdeen.....	End of track.....		
	West of Ipswich.....	26.52	
Mitchell (I. & D. Junct).....	End of track.....		
	North of Ellendale.....	167.52	
Milbank Junct.....	End of track.....		
	Northwest.....	33.00	
	Total.....	4,799.35	1,057.53

Gauge of road. Standard, 4 feet 8½ inches.

Gauge of road. Narrow, 3 feet.

STATIONS.

Number of stations on line of road in Minnesota including flag stations... 184

Number of "common points" in Minnesota..... 22

BRIDGES AND TRESTLES.

Wooden bridges, number of..... 42..... Aggregate length..... 6,824 feet.

Iron bridges, number of..... 7..... Aggregate length..... 3,329 feet.

Wooden trestles, number of..... 1,397..... Aggregate length..... 99,473 feet.

FENCING.

Number of miles of fencing on the road, and kind; 848 miles, post board and wire.

The total cost of same..... say \$284,560.00

Average cost per rod..... say 1.05

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality?

Chicago, St. Paul, Minneapolis & Omaha Ry. at Shakopee, Lakeland Junction, Mankato, Winnebago and Prairie Junction.

Burlington, Cedar Rapids & Northern Ry. at Albert Lea.

Minneapolis & St. Louis Ry. at Chaska, Albert Lea, Northfield, Cannon Falls, and Faribault.

Chicago & Northwestern Ry. at Owatonna and St. Peter Junction.

CHARACTERISTICS OF ROAD—CONCLUDED.

EQUIPMENT.

Number of locomotives of more than 40 tons weight, exclusive of tender,	.65
Number of locomotives of more than 30 tons weight, exclusive of tender,	330
Number of locomotives of more than 20 tons weight, exclusive of tender,	250
Number of locomotives of more than 10 tons weight, exclusive of tender,	13
Number of first class passenger cars.....	331
Number of second class passenger cars.....	207
Number of mail, express and baggage cars.....	15,207
Number of box, freight and stock cars.....	4,119
Number of flat and coal cars.....	416
Number of other cars.....	

The above equipment applies to 4,799.35 miles of road.

Total cost of above equipment..... Cannot state.

Average cost of equipment per mile of road operated..... Cannot state.

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

Total number of miles run by passenger trains during the year ending June 30, 1884.....	1,115,881
Number of miles run by freight and mixed trains during the year ending June 30, 1884.....	1,708,870

Total mileage.....	2,824,751
Mileage of empty freight cars.....	9,445,681

SPEED OF TRAINS.

Miles per hour.

The highest rate of speed allowed for express passenger trains.....	30
Schedule rate of same, including stops.....	22
The highest rate of speed allowed for mail and accommodation trains	30
Schedule rate of same, including stops.....	20
The highest rate of speed allowed for freight trains.....	15
Schedule rate of same, including stops.....	10

TARIFFS.

Cents.

Average rate per mile for all passengers during the year.....	2.55
Average rate per mile for through passengers during the year.....	1.89
Average rate per mile for local passengers during the year.....	2.78
Average rate per mile per ton (of 2,000 lbs.) for through freight.....	0.88
Average rate per mile per ton (of 2,000 lbs.) for local freight.....	1.44
Average rate per mile per ton (of 2,000 lbs.) for all freight.....	1.36

CHARACTER OF SERVICE.

	Average yearly salary.	No. of persons employed in Minnesota.	No. of persons employed whole line.
Division and assistant superintendents.....	\$2,287.32	7	19
Clerks in all offices.....	661.45	53	712
Master and assistant mechanics.....	1,894.62	3	10
Conductors.....	908.61	144	597
Engineers.....	1,098.43	191	783
Brakemen.....	542.06	335	1,140
Flagmen, switch tenders, gate keepers and watchmen.....	579.28	45	628
Station agents.....	692.75	135	664
Section men.....	398.14	821	3,712
Laborers.....	453.86	798	3,569
Other employees.....	635.97	1,594	7,399
	\$581.34	4,126	\$19,233

DOINGS OF THE YEAR IN TRANSPORTATION—CONCLUDED.

TONNAGE.

	Tons carried in Minnesota.	Tons carried on whole line.
Grain.....	409,468	1,085,090
Agricultural products except grain.....	23,970	147,814
Flour and meal.....	296,160	359,354
Provisions.....	2,813	61,049
Manufactures.....	10,543	25,275
Animals.....	50,555	402,004
Lumber.....	76,928	931,438
Other forest products.....	30,706	180,937
Iron, lead and mineral products.....	9,124	157,466
Stone, brick, lime, cement, sand, etc.....	53,887	375,421
Coal.....	1,716	624,494
Merchandise and other articles.....	177,219	1,433,422
Tonnage received at Minnesota stations from sta- tions outside of Minnesota.....	630,123	.....
Total tons carried.....	1,773,212	5,783,764

PASSENGERS.

	In Minnesota.	Whole line.
Number of passengers carried during the year ending 30th of June, 1884.....	1,385,536	4,746,650
Total passenger mileage or passengers { Through carried one mile..... { Local.....	12,189,514 42,493,119	58,902,795 172,011,261
Total.....	54,682,633	230,914,056
Average distance traveled by each passenger.....	39½ miles	48½ miles

FUEL CONSUMED.

Cords of wood consumed.....	12,741
Tons of coal consumed	156,086

FREIGHT HAULED.

Average amount of freight hauled per car.....	8.6 tons
Average amount of freight hauled per train.....	129 tons
Number of tons of freight carried one mile.....	1,181,630,780 tons
Number of tons of freight carried one mile in Minnesota.....	235,379,808 tons

STATISTICS OF TRAFFIC.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING EASTWARD.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other Products of the Forest.	Mdse. and Miscellaneous
	Bushels.	Bushels.	Barrels.	Tons.	1000 Feet.	Tons.	Tons.
Caledonia Junction.....		28,339					4
Caledonia.....	25,649	20,262		58	1		1,140
Spring Grove.....	9,498	9,879		93		7	1,849
Newhouse.....		2,478		2			218
Mabel.....	9,280	22,142		524			2,725
Canton.....	3,267	46,878		175	1		1,560
Harmony.....	27,792	50,352		69			771
Preston.....	38,290	20,668	9,715	121	1		511
Brownsville.....	7,486	4,222	5,554		6		171
La Cresent.....	4,453	962	2,120	3			59
Hokah.....	9,427	600	41,314	39			1,836
Mound Prairie.....	124					12	140
Houston.....	4,017	15,270	39,716	17	19		1,681
Rushford.....	15,400	20,551	18,053	289			2,048
Peterson.....	4,425	12,816		59			19
Whalan.....	15,691	16,768	11,566	185			763
Lanesboro.....	50,618	25,734	31,268	110	14		1,938
Isinours.....			16,116	1		1	614
Fountain.....	65,076	23,708		103	1	10	1,214
Wykoff.....	69,561	91,382	375	171		12	385
Spring Valley.....	19,277	92,612		1,413	5	36	1,288
Grand Meadow.....	36,822	108,702	7	935			693
Dexter.....	21,555	59,583		516			59
Brownsdale.....	29,274	72,123		164			402
Oakland.....	36,173	8,456					54
Hayward.....	54,598	604		56			76
Albert Lea.....	138,888		6	82		242	1,017
Armstrong.....	39,641	50		23			28
Alden.....	120,957	5,683	2	239			372
Wells.....	97,242	1,200		415			743
Minn. Lake.....	104,082	1,117		267			336
Mapleton.....	105,883	1,684		100			301
Good Thunder.....	89,553		14	84	6	176	343
Mankato.....	92,698	1,167	500	545	6	3,842	8,241
Easton.....	37,699	1,220		94			248
Delavan.....	72,306	6,176	29	188			333
Winnebago.....	25,813	29,265	27	87			1,402
Huntley.....	5,732	15,795		41			104
Fairmont.....	11,672	22,960	7	251	1		773
Sherburn.....	5,345	25,659		355			354
Jackson.....	2,245	11,874	19	1,368			303
Lakefield.....	9,608	3,990	5	1,016			43
Prairie Junction.....	1,585	400	2	397			26
Kinbrae.....	2,332	3,843	1	360			99
Fulda.....	1,798	1,679		886			197
Edgerton.....	35,085	32,132		534			331
Pipestone.....	112,582	17,482		764			472
River Junction.....							787
Dresbach.....							361
Dakota.....	17,643	3,111		1			24
Lamaille.....	8,761	6,260	3,911	1			1,276
Winona.....	125,169	385,460	42,067	3	116		26
Minnesota City.....	26,629	41,290		1			1,625
Minneiska.....	245,125	62,384		62		77	312
Weaver.....	23,843	30,632		97		12	389
Kellogg.....	22,077	43,308		42		12	4,250
Wabasha.....	116,401	39,598	81,756	26	26		52
Read's Landing.....	17,299	3,079		4			435
Lake City.....	287,925	250,383	820	7			59
Frontenac.....	40,324	25,440			144		3,213
Red Wing.....	136,919	159,221	79,962	1	77	58	154
Eggleston.....	30,849	8,722					6
Etter.....	9,371	2,077		1			1,240
Hastings.....	275,908	53,940	72,758	53	18		12
Point Douglas.....					23		3
Afton.....	3,874	2,211		12	8		15
Lakeland.....	1,017				271	170	2,487
Stillwater.....	242,664		83,983	11	34	1,195	

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STATISTICS OF TRAFFIC—CONTINUED.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING EASTWARD.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other Products of the Forest.	Mdse. and Miscellaneous
	Bushels.	Bushels.	Barrels.	Tons.	1000 Feet.	Tons.	Tons.
Langdon.....	7,804	10,320		14			1
Newport.....	10,988	1,779					14
St. Paul.....	150,581	19,417	60,498	326	969	519	14,116
Minnesota Transfer.....	406,171	4,215	72,260	886	164	16	22,184
Glasgow.....	3,771	3,313					9
Thielman.....	8,762	29,442		3			93
Keegan.....							57
Millville.....	5,272	12,628	1		1		98
Jarratt.....		6,600	56				1
Hammond.....	8,355	61,060		49			93
Zumbro Falls.....	2,008	14,110	14	1			305
Mazeppa.....	20,877	54,786	118,566	10			3,891
Forest Mills.....	2	5,602	10,047				686
Zumbrota.....	6,767	16,769		48			271
Chauhassen.....	230			1		13	1
Augusta.....	6,749			4			16
Fairfield.....	99,145	1,168	505	5			68
Prior Lake.....	37,996	8			55	348	41
Shakopee.....		2,033	21,845				1,636
Chaska.....	13,927						22,900
Carver.....	12	3					3
Cologne.....	25,382		1,287	6	6	24	134
Norwood.....	109,599	1,488	1	17		120	479
Plato.....	34,110	132		1			29
Glencoe.....	278,330	3,852		83		102	846
Sumter.....	75,335	137	2,266	84			224
Brownston.....	82,760	7,120	60	23			343
Stewart.....	58,984	13,084		995			443
Buffalo Lake.....	34,324	2,225	1	16			9
Hector.....	84,017	8,050		489			439
Bird Island.....	55,510	5,844		167			133
Olivia.....	99,930	2,812	1	175			517
Renville.....	128,251	4,687		95			183
Sacred Heart.....	215,421	560		15			160
Minnesota Falls.....	95,317		2				5
Granite Falls.....	332,671		1,218				867
Myers.....	58,817						
Montevideo.....	423,667	4,304	37	82			876
Watson.....	245,305	536		4			54
Milan.....	77,797	480		4			28
Appleton.....	398,459	5,926	372	12			272
Correll.....	5,086						
Odesa.....	82,302	400					47
Ortonville.....	152,557	1,938					145
Lyle.....	51,475	91,365		40		12	405
Leroy.....	15,596	29,985		1,334			1,257
Taopi.....	11,877	16,607		466			133
Adams.....	31,108	34,303	2	174			102
Rose Creek.....	21,731	73,400		798			250
Austin.....	35,214	56,823	5,296	520	7		1,695
Ramsey.....	28,950	8,800	551	3			36
Lansing.....	9,796	8,717		62			119
Blooming Prairie.....	61,651	1,805		61			544
Aurora.....	8,810			1			
Somerseset.....	18,677						85
Owatonna.....	35,281	25	8,679	22	1		924
Medford.....	135		28,315	3		225	185
Faribault.....	16		81,077	17	1		1,198
Dundas.....			119,592			463	2,872
Northfield.....	23,449		78,540	16			491
Cannon Falls.....	8,035	25,858	42,294	1			740
Castle Rock.....	30,506	1,308					7
Farmington.....	81,161	100		10			137
Rosemount.....	51,508						73
St. Paul Junction.....							1
Minneapolis.....	1,503,350	16,088	1,723,900	292	1,472	1,948	61,136
Total bushels, etc.....	9,273,971	2,728,505	2,915,958	20,956	3,454	9,686	200,072
Total each class, tons.....	278,219	64,818	291,595	20,956	6,899	9,686	200,072

STATISTICS OF TRAFFIC—CONTINUED.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING WESTWARD.

STATIONS.	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other Products of the Forest.	Mdse. and Miscellaneous.
	Bushels.	Bushels.	Barrels.	Tons.	1,000 Feet.	Tons.	Tons.
Caledonia Junction...			35	1	7	559	47
Caledonia.....		16		1			165
Spring Grove.....							139
Newhouse.....							1
Mabel.....							53
Canton.....	800	28					37
Harmony.....							23
Preston.....				3			8
Brownsville.....		318	793		7		93
La Crescent.....		12					74
Hokah.....	500		145	2		24	1,933
Mound Prairie.....		1				476	28
Houston.....		16	1,530	5		698	360
Rushford.....			5,798	7		12	142
Peterson.....		2		1			22
Whalan.....	37		25	4			94
Lanesboro.....		4	238	1			699
Isinours.....	27	4	265				82
Fountain.....	5	197	23	2		415	273
Wykoff.....	1,750	14,575	52	4			175
Spring Valley.....	434	4,096	34	33		312	801
Grand Meadow.....	4	2,224	19	7			441
Dexter.....	800	3,854		316			93
Brownsdale.....		7,528		213			159
Oakland.....	12	65					35
Hayward.....		1,226	1	4			91
Albert Lea.....	2	604	120	79			1,009
Armstrong.....		590					21
Alden.....	13	538	69	2			197
Wells.....	260			1			162
Minnesota Lake.....				8			59
Mapleton.....	1,117			33			164
Good Thunder.....		3	11	12		24	31
Mankato.....	1,400		400	128	6	4,162	2,746
Easton.....	116				10		14
Delevan.....	16	12	17	5			78
Winnabago.....		1,284	21		6		268
Huntley.....		12		1			1
Fairmount.....	84	566	4	1			51
Sherburn.....							13
Jackson.....		1,466	55	1			57
Lakefield.....		600	2	3			43
Prairie Junction.....	50	38	45	30			45
Kinbrae.....	12	600	2	2			1
Fulda.....		407		15	4		92
Edgerton.....		1,589	17				44
Pipestone.....	983	1,238		4			506
River Junction.....							1
Dresbach.....	1,001	1,044			1		2,364
Dakota.....	4,742	11,148				12	3,040
Lamoille.....		17	862				50
Winona.....		7,320	511	9	2,780	312	5,062
Minnesota City.....	43,962	554	141	15			106
Minneiska.....	53,47	2,203	10	5	125		186
Weaver.....	413			140	6		216
Kellogg.....	21,829	6,800		2	21		132
Wabasha.....	433	5,496	2,051	3	94		649
Read's Landing.....	3,365	567		1		13	52
Lake City.....	2,448	17,328	125		19		1,275
Frontenac.....		1,180	1	2	99	10	438
Red Wing.....	241,401	97,781	120	1	1,628	138	14,520
Eggleston.....				1			28
Etter.....		6,262		1			32
Hastings.....	415,478	125,885	708	74	2,376	50	1,933
Point Douglas.....					2		1
Afton.....	5,160			3	8		28
Lakeland.....	21,601			1	1,978	2,740	44
Stillwater.....	97,406	1,067	107		7,170	1,561	1,421

STATISTICS OF TRAFFIC—CONCLUDED.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING WESTWARD.

STATIONS.	Wheat. Bushels.	Other Grain. Bushels.	Flour. Barrels.	Other Products. Tons.	Lumber. 1000 Feet.	Other Products of Forest. Tons.	Mdse. and Mis- cellaneous. Tons.
Langdon	22,466	10,288		13			103
Newport	15				7		47
St. Paul	5,098	2,044	2,648	101	2,373	766	17,534
Minnesota Transfer..	402,217		263		1,820	36	727
East Wabasha.....		138			1,312	8	388
Thielman.....	19,102	7		1			38
Tracy.....	15,513	356					
Keegan.....	6,458	2,944				40	1
Millville.....	9,819	2,964	1	2	8		31
Jarratt.....							1
Hammond.....	59,498	9,236		3		8	110
Zumbro Falls.....	15,105	1,705	15	1	4		79
Mazeppa.....			232	3			53
Forest Mills.....		889					75
Zumbrota.....	48	1,278		16			188
Chanhasen.....		3	1				37
Augusta.....	1,000						52
Fairfield.....	85	817	802				85
Prior Lake.....				1	32	1,006	42
Shakopee.....			1,745		15		647
Chaska.....						24	1,391
Carver.....		5		1			61
Cologne.....			850			2,451	10
Norwood.....	517		210	1		2,130	296
Plato.....		1		1		735	174
Glencoe.....	1,808	24	14	2		940	958
Sumter.....	96	10	471			10	77
Brownston.....		600	16				177
Stewart.....		480					107
Buffalo Lake.....	27						11
Hector.....	2	2,158		50			151
Bird Island.....		2,985		1			34
Olivia.....		508	8				65
Renville.....	7	2,752					127
Sacred Heart.....	1,598	4,485					201
Minn. Falls.....							
Granite Falls.....	2,065	3,104	2,667				198
Myers.....		1,299					
Montevideo.....		15,873	33	17			203
Watson.....		4,922					66
Milan.....		4,428					31
Appleton.....	69	42,123	1,330	28			266
Correll.....							43
Odessa.....		5,438		2			16
Ortonville.....		15,993	1,154	45	42		624
Lyle.....	879	15,264	147	58		57	3,373
Leroy.....	483	2,463	1	26			805
Taopi.....	13	1,232	2	259			285
Adams.....	583	6,600	11	8			208
Rose Creek.....	473	2,390	1	48			105
Austin.....	5,198	15,678	2,870	47	6		609
Ramsey.....	61		100	1			25
Lansing.....	12,802	6,238					236
Blooming Prairie.....	77,574	781		68	10	1	246
Aurora.....	8,847			3			25
Somers.....	33,286						51
Owatonna.....	62,407	1,690	630	130	10		1,883
Medford.....	339		1	87			85
Fairbault.....	1,846		4,978	63	12		1,960
Dundas.....			536	3		12	433
Northfield.....		7,194	3,487	19			2,136
Cannon Falls.....	104	88	138	3			673
Castle Rock.....	900	3,333	1	32			417
Farmington.....	1,559	33,055		244			398
Rosemount.....		42,993		474			402
St. Paul Junction.....	39,296						27
Minnehaha.....							12
Minneapolis.....	3,222	520	6,180	26	13,016	1,122	22,062
Total bushels, etc.....	1,734,275	607,736	45,649	3,014	35,014	21,020	105,785
Total each class, tons	52,029	14,402	4,565	3,014	70,029	21,020	105,785

BUSINESS AND RECEIPTS.

STATIONS.	FREIGHT.			PASSENGERS.			
	Tons Forwarded.	Tons Received.	Revenue.	No. From.	No. To.	Revenue.	Total Revenue.
Caledonia Junction	1,339	650	\$1,353.18	1,439	1,365	\$1,389.80	\$2,742.98
Freeburg	2,641	2,662	10,830.55	383	498	111.51	111.51
Caledonia	2,621	1,693	7,897.69	2,810	2,730	3,265.99	14,096.54
Spring Grove	283	83	574.32	1,956	1,996	2,356.53	10,254.22
Newhouse	4,133	2,594	11,589.82	389	337	181.89	756.21
Mabel	3,068	1,292	6,790.56	1,613	1,627	1,607.87	13,197.69
Canton	2,956	1,076	5,188.63	1,425	1,447	991.15	7,781.71
Harmony	3,282	2,180	11,735.48	1,092	1,084	681.80	5,870.43
Preston	763	215	923.16	1,720	1,703	1,431.53	13,167.01
Brownsville	508	427	1,195.23	1,151	1,152	1,248.47	2,171.63
La Crescent	8,292	9,248	37,697.97	2,169	2,094	1,447.61	2,642.84
Hokah	660	55	120.84	1,950	2,001	1,499.78	39,197.75
Mound Prairie	7,427	6,113	28,521.11	331	320	227.14	347.98
Houston	5,854	4,352	16,732.84	2,257	2,277	3,056.13	31,577.24
Money Creek	555	112	638.14	68	152	19.35	19.35
Rushford	3,096	2,399	12,504.44	2,525	2,467	3,708.24	20,441.08
Peterson	8,085	7,055	22,861.09	690	587	469.41	1,107.55
Whalan	2,337	2,576	13,526.21	2,433	742	1,020.51	13,524.95
Lanesboro	4,571	1,158	5,089.38	1,529	2,387	4,420.35	27,281.44
Isinours	5,578	1,133	5,113.29	1,559	1,538	2,944.53	16,480.74
Fountain	6,906	3,609	17,686.22	1,514	1,462	3,123.73	8,213.11
Wykoff	5,962	2,180	8,102.05	3,405	1,552	2,272.71	7,386.00
Spring Valley	3,241	905	2,292.99	1,757	1,668	6,545.69	24,231.91
Grand Meadow	3,807	2,111	5,500.32	1,796	3,353	2,974.53	11,076.58
Dexter				762	1,768	995.70	3,288.69
Brownsville				1,423	1,335	1,715.74	7,216.06

BUSINESS AND RECEIPTS.—CONTINUED.

STATIONS.	FREIGHT.			PASSENGERS.			
	Tons Forwarded.	Tons Received.	Revenue.	No. From.	No. To.	Revenue.	Total Revenue.
Oakland.....	1,386	348	\$818.17	609	599	\$608.30	\$1,426.47
Hayward.....	1,911	434	1,100.91	858	772	522.67	1,623.58
Albert Lea.....	7,225	11,089	34,980.76	7,621	7,664	12,768.56	47,749.32
Armstrong.....	1,277	71	159.91	354	339	146.99	306.90
Alden.....	4,602	3,339	7,829.69	2,379	2,390	2,370.32	10,200.01
Dodds.....				24	48	12.30	12.30
Wells.....	4,276	7,442	19,409.38	3,481	3,420	6,182.69	25,592.07
Minnesota Lake.....	3,821	1,166	4,101.81	1,023	954	1,108.98	5,210.79
Mapleton.....	3,851	2,162	7,839.22	1,736	1,786	1,921.65	9,760.87
Good Thunder.....	3,397	2,010	5,108.77	1,389	1,435	1,192.41	6,301.18
Rapidan.....		45	165.49	211	401	54.12	219.61
Red Jacket.....				5	23	65	65
Mankato.....	22,631	5,067	28,226.68	4,405	4,253	6,915.60	35,142.28
Easton.....	1,535	727	2,931.70	480	504	679.41	3,611.11
Delavan.....	2,934	2,122	7,469.27	870	908	1,457.93	8,927.20
Winnabago.....	3,313	4,347	15,852.63	2,635	2,563	5,866.33	21,718.96
Huntley.....	714	673	1,911.07	458	452	606.18	2,517.25
Fairmont.....	2,020	6,774	23,559.06	2,795	2,930	8,026.41	31,585.47
Welcome.....		123	387.82	148	234	88.84	476.66
Sherburn.....	1,524	2,429	7,222.35	1,040	1,018	1,529.13	8,751.48
Jackson.....	2,136	2,096	10,971.42	1,630	1,580	5,011.55	15,982.97
Lakefield.....	1,510	927	3,709.90	457	437	707.49	4,417.39
Okabena.....				37	52	50.73	50.73
Prairie Junction.....	564	85	572.27	1,271	1,151	2,994.32	3,566.59
Kinbrae.....	638	441	1,425.27	156	133	210.45	1,635.72

BUSINESS AND RECEIPTS.—CONTINUED.

STATIONS.	FREIGHT.			PASSENGERS.			
	Tons Forwarded.	Tons Received.	Revenue.	No. From.	No. To.	Revenue.	Total Revenue.
Fulda.....	1,304	1,429	\$5,910.02	607	561	\$1,873.81	\$7,783.83
Iona.....	.....	1	1.23	55	110	79.37	80.60
Edgerton.....	2,806	2,351	10,345.78	758	810	2,164.69	12,510.47
Hatfield.....	.....	.....	.....	17	43	10.85	10.85
Pipestone.....	5,621	8,823	40,461.14	2,169	2,275	6,985.12	47,446.26
Airlie.....	.....	.....	.....	17	89	62.60	62.60
River Junction.....	1	.....	1.30	907	919	1,193.66	1,194.96
Dresbach.....	3,205	135	245.35	226	223	104.85	350.20
Dakota.....	4,412	389	952.99	1,975	1,997	1,269.14	2,222.13
La Moille.....	937	172	731.95	1,357	1,278	920.07	1,652.02
Homer.....	.....	.....	.....	32	36	26.90	26.90
Winona.....	29,327	39,381	104,371.61	15,928	16,042	41,044.05	145,415.66
Minnesota City.....	3,220	383	1,741.21	2,498	2,471	4,738.45	6,479.66
Minneiska.....	12,611	4,891	17,814.34	1,931	1,897	2,016.59	19,830.93
Weaver.....	2,206	350	999.56	1,037	996	945.87	1,945.43
Kellogg.....	3,063	580	1,633.20	1,528	1,473	2,153.88	3,787.08
Wabasha.....	18,001	13,468	28,221.49	10,409	10,937	17,368.58	45,590.07
Read's Junction.....	.....	.....	.....	6,509	1,085	9,046.79	9,046.79
Read's Landing.....	824	756	2,746.36	1,838	1,838	2,576.19	5,322.55
Kings Cooley.....	.....	.....	.....	18	21	8.10	8.10
Lake City.....	16,741	3,906	18,107.48	10,152	10,133	16,586.48	34,693.96
Frontenac.....	2,803	522	1,491.42	1,943	1,868	2,015.54	3,506.96
Waucoma.....	.....	.....	.....	59	72	24.70	24.70
Red Wing.....	46,486	19,217	74,263.34	18,513	18,497	31,802.47	105,565.81
Cannon Junction.....	.....	.....	.....	150	157	29.24	29.24

BUSINESS AND RECEIPTS—CONTINUED.

STATIONS.	FREIGHT.			PASSENGERS.			
	Tons Forwarded.	Tons Received.	Revenue.	No. From.	No. To.	Revenue.	Total Revenue.
Eggleston.....	1,304	112	\$191.53	804	809	\$470.51	\$662.04
Eter.....	506	109	202.29	898	860	581.33	783.62
Hastings.....	40,272	25,248	80,542.76	21,722	22,165	23,082.81	103,635.57
Point Douglas.....	61	28	91.07	788	974	283.05	374.12
Afton.....	399	309	931.73	2,413	2,328	1,182.10	2,113.33
Lakeland.....	8,146	411	1,160.58	2,270	2,332	1,134.01	2,294.54
South Stillwater.....				1,179	1,429	187.81	187.81
Stillwater.....	39,670	23,900	75,208.99	6,769	6,183	9,709.50	84,918.49
Langdon.....	1,502	503	763.53	1,973	2,124	1,147.41	1,910.94
Newport.....	446	707	1,332.31	3,648	3,942	1,720.84	3,053.15
Red Rock.....				4,277	4,285	932.60	932.60
St. Paul.....	51,515	142,243	398,816.91	349,127	354,559	411,688.18	810,505.09
Merriam Park.....	59,413	81,832	294,162.06	44,338	45,150	5,999.93	300,161.99
East Wabasha.....	3,050	9,295	9,553.33	2,933	2,527	2,635.93	12,189.26
Midland Junction.....		8	7.20	839	986	426.89	434.09
Glasgow.....	197	48	43.95	143	169	46.80	90.55
McCracken.....			.36	129	141	43.90	44.26
Thielman.....	1,634	548	856.27	837	786	480.25	1,336.52
Tracy.....	473	36	115.07	343	426	131.85	246.92
Keegan.....	358	31	107.27	379	404	99.75	207.02
Millville.....	951	407	1,247.33	1,002	890	821.37	2,068.70
Jarratt.....	156	1	1.62	1,179	196	52.60	54.22
Hammond.....	3,881	1,512	2,643.55	630	629	774.94	3,418.49
Fauk.....				22	25	3.35	3.35
Zumbro Falls.....	1,266	461	1,318.93	759	679	701.20	2,020.13

BUSINESS AND RECEIPTS—CONTINUED.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

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STATIONS.	FREIGHT.			PASSENGERS.			
	Tons Forwarded.	Tons Received.	Revenue.	No. From.	No. To.	Revenue.	Total Revenue.
Mazeppa.....	17,695	12,706	\$33,402.61	1,806	1,820	\$2,075.95	\$35,478.46
Forest Mills.....	1,912	513	1,765.90	719	652	516.01	2,281.91
Zumbrota.....	1,134	1,767	6,803.85	2,259	2,259	3,311.39	10,115.24
Hopkins.....	.....	.....	.....	141	277	99.23	99.23
Island Lake.....	.....	.....	.....	8	12	8.20	8.20
Chanhasen.....	58	99	213.08	269	259	274.50	487.58
Hazeltine.....	.....	.....	.....	31	42	26.03	26.03
Augusta.....	305	142	265.74	150	200	122.95	388.69
Vermillion.....	.....	.....	.....	541	683	179.08	179.08
Auburn.....	.....	.....	.....	209	289	74.90	74.90
Fairfield.....	3,263	1,530	3,658.49	1,401	1,322	1,197.31	4,855.80
Prior Lake.....	2,748	427	1,128.75	1,610	1,559	992.04	2,120.79
Shakopee.....	4,923	4,134	18,129.32	2,744	2,610	2,662.75	20,792.07
Chaska.....	24,733	1,536	5,254.11	2,311	2,262	3,397.77	8,651.88
Carver.....	66	231	868.92	996	905	806.33	1,675.25
Dahlgren.....	.....	.....	.....	69	93	16.08	16.08
Benton Junction.....	.....	.....	.....	59	98	56.18	56.18
Cologne.....	3,611	580	1,733.50	2,510	2,668	2,157.55	3,891.05
Norwood.....	6,407	1,691	5,227.79	2,900	2,844	2,980.13	8,207.92
Plato.....	1,967	487	1,422.82	942	937	743.50	2,166.32
Glencoe.....	11,433	5,011	20,301.90	8,004	8,228	9,591.67	29,893.57
Sunter.....	2,935	1,528	6,346.67	1,032	987	952.21	7,298.88
Brownston.....	3,227	2,026	6,109.67	2,513	2,530	2,030.48	8,140.15
Stewart.....	3,655	1,622	4,828.44	1,754	1,730	2,106.73	6,935.17
Buffalo Lake.....	1,121	496	1,287.18	770	745	584.57	1,871.75

BUSINESS AND RECEIPTS—CONTINUED.

STATIONS.	FREIGHT.			PASSENGERS.			
	Tons Forwarded.	Tons Received.	Revenue.	No. From.	No. To.	Revenue.	Total Revenue.
Hector.....	3,905	2,607	\$7,428.43	1,825	1,841	\$2,309.69	\$9,738.12
Bird Island.....	2,221	3,000	10,026.11	1,943	1,882	3,241.92	13,268.03
Olivia.....	3,839	1,598	5,417.18	687	725	926.50	6,343.68
Renville.....	4,438	1,506	6,091.45	1,204	1,187	1,759.63	7,851.08
Sacred Heart.....	7,014	1,927	8,218.56	1,429	1,572	1,806.82	10,025.38
Minnesota Falls.....	2,865	332	934.13	144	135	207.48	1,141.61
Granite Falls.....	11,574	5,582	27,282.97	3,475	3,431	6,627.44	33,910.41
Myers.....	1,797	.....	.....	234	324	124.64	124.64
Montevideo.....	14,399	7,997	36,374.27	3,926	3,825	6,908.21	43,282.48
Watson.....	7,619	2,731	13,778.76	1,775	1,871	2,665.70	16,444.46
Milan.....	2,520	1,154	4,732.83	788	749	831.00	5,563.83
Appleton.....	13,904	8,105	34,684.04	2,386	2,418	6,214.45	40,898.49
Correll.....	196	12	20.84	85	114	66.74	87.58
Odessa.....	2,680	1,957	8,245.03	711	734	1,650.54	9,895.57
Ortonville.....	6,027	12,677	57,575.77	2,815	2,795	8,027.62	65,603.39
Lyle.....	8,196	5,573	14,831.79	3,397	3,435	8,063.04	22,894.83
Leroy.....	4,716	3,199	14,232.36	1,966	1,898	3,946.63	18,178.99
Taopi.....	1,956	1,306	4,110.01	943	904	1,190.48	5,300.49
Adams.....	2,467	367	2,047.30	1,149	1,155	1,981.92	4,029.22
Rose Creek.....	3,762	1,178	3,600.96	1,047	989	1,700.01	4,700.97
Austin.....	6,738	13,317	44,499.86	10,397	9,987	16,737.68	61,237.54
Ramsay.....	1,219	159	521.33	4,238	4,463	6,246.91	6,768.24
Lansing.....	1,469	520	1,734.96	531	577	6,630.20	2,365.16
Bloomington.....	5,180	3,491	11,289.69	2,146	2,147	2,568.48	13,858.17
Aurora.....	559	56	185.32	302	368	219.26	404.58
Somerset.....	1,696	47	57.86	102	168	25.08	82.94
Owatonna.....	6,885	8,962	38,545.21	18,562	18,637	29,602.36	68,147.57
Medford.....	3,381	1,464	7,122.19	2,825	2,783	1,605.42	8,727.61

BUSINESS AND RECEIPTS.—CONCLUDED.

CHICAGO, MILWAUKEE & ST PAUL RAILWAY.

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STATIONS.	FREIGHTS.			PASSENGERS.			
	Tons Forwarded	Tons Received.	Revenue.	No. From.	No. To.	Revenue.	Total Revenue.
Wolcott.....	11,935	15,922	71,340.37	35	49	\$11.75	\$11.75
Faribault.....	15,797	10,754	90,190.37	16,663	16,905	23,648.13	94,988.50
Erin.....	11,747	14,104	64,487.26	51	82	16.32	16.32
Dundas.....				3,595	3,608	2,290.50	92,480.87
Northfield.....				16,209	16,421	17,107.77	81,595.03
Waterford.....				423	462	49.03	49.03
Granville Mills.....				355	477	100.90	100.90
Water Tank.....				7	12	3.85	3.85
Cannon Falls.....	6,553	3,401	14,517.94	2,653	2,504	4,638.77	19,156.71
Trout Brook.....				23	22	9.95	9.95
Supply Track.....				138	139	55.85	55.85
Castle Rock.....	1,515	291	763.61	1,455	1,482	1,208.02	1,971.63
Farmington.....	4,100	2,371	6,974.14	8,294	8,494	8,360.78	15,334.92
Rosemount.....	3,575	2,032	4,233.79	3,695	3,820	2,446.67	6,680.46
Westcott.....		22	19.98	356	636	154.90	174.88
St. Paul Junction.....	1,206	3,198	2,965.54	3,212	3,797	1,002.58	3,968.12
Fort Snelling.....				12,117	12,069	1,785.05	1,785.05
Minnehaha.....		30	71.88	17,775	18,528	2,582.65	2,654.53
Minneapolis Fair Grounds.....				13,658	13,554	1,418.20	1,418.20
South Minneapolis.....				46,263	45,602	5,026.14	5,026.14
Union Elevator.....							
Minneapolis.....	334,206	158,704	744,816.76	359,282	356,502	261,099.86	744,816.76
Totals.....	1,143,089	969,421	\$3,534,954.48	1,217,247	1,218,789	\$1,206,905.46	\$4,741,859.94
Add for passengers on mileage tickets.....				166,747	166,747	175,971.92	
Total Revenue.....							\$4,917,831.86

EARNINGS DURING THE YEAR ENDING JUNE 30TH, 1884.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

Months.	Freight.	Passengers.	Mails.	Express.	Telegraph.	Rents and Miscellaneous.	Totals.
July, 1883.....	\$1,200,684.15	\$525,867.57	\$32,403.64	\$29,765.62	\$913.38	\$39,650.74	\$1,829,285.10
August, 1883.....	1,201,534.26	544,490.07	32,610.95	29,890.44	1,155.81	41,527.56	1,851,209.09
September, 1883.....	1,496,743.82	618,525.82	32,496.70	30,007.45	1,294.44	41,616.14	2,220,684.37
October, 1883.....	1,838,322.44	569,123.25	32,480.79	30,310.02	1,075.73	59,816.31	2,531,128.54
November, 1883.....	1,776,255.76	482,033.83	38,857.17	29,955.35	1,335.91	59,224.12	2,387,662.14
December, 1883.....	1,479,278.85	425,302.33	128,835.46	29,861.17	1,477.34	86,157.77	2,150,912.92
January, 1884.....	997,818.02	361,646.23	44,843.36	30,075.74	1,048.46	31,665.07	1,467,096.88
February, 1884.....	905,794.82	313,059.24	44,719.77	29,740.67	1,125.95	22,624.03	1,317,064.48
March, 1884.....	1,215,919.08	406,820.89	44,722.31	29,711.28	1,132.10	30,420.31	1,788,725.97
April, 1884.....	1,280,607.43	560,509.51	44,671.64	29,718.08	1,380.16	51,749.03	1,948,635.85
May, 1884.....	1,349,993.45	513,645.75	53,138.65	29,800.13	1,298.48	37,890.06	1,985,767.52
June, 1884.....	1,280,098.66	512,481.18	55,510.93	30,207.13	1,335.17	40,268.78	1,919,901.85
Totals.....	\$16,003,050.74	\$5,893,505.67	\$585,291.37	\$359,043.08	\$14,573.93	\$542,699.92	\$23,398,074.71

EARNINGS DURING THE YEAR ENDING JUNE 30TH, 1884.

Total tariff earnings for the year ending 30th of June, 1884.....	\$21,896,556.41
Total earnings from other sources for the year ending 30th of June, 1884.....	1,501,518.30
Total earnings for the year—entire line.....	\$23,398,074.71
Total passenger earnings in Minnesota.....	1,497,776.21
Total freight earnings in Minnesota.....	3,136,950.37
Total miscellaneous earnings in Minnesota.....	303,046.41

Total earnings in Minnesota.....	\$4,937,772.99
What per cent is the earnings in Minnesota of the earnings of the entire line?.....	21 per cent
Of the earnings of the entire line, what is the ratio of the passenger to the freight?.....	as 100 to 227
Average gross earnings per mile (1,057 miles) of track, exclusive of sidings, in Minnesota.....	\$4,671.50
Average gross earnings per train mile (freight, passenger and mixed trains) in Minnesota.....	1.75
Average net earnings per mile (1,057 miles) of track, exclusive of sidings, in Minnesota.....	2,275.55
Average net earnings per train mile (freight, passenger and mixed trains) in Minnesota.....	.85

EXPENSES DURING THE YEAR ENDING JUNE 30, 1884.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way	\$1,974,144.85
Maintenance of buildings.....	223,114.71
Maintenance of rolling stock —	
Locomotives.....	\$941,521.24
Passenger, baggage, mail and express cars } ...	1,454,023.47
Freight cars	
Shop, tools and machinery.....	103,706.96
2,499,251.67	
Conducting transportation —	
Motive power and care	1,337,787.46
Train employes.....	1,012,383.85
Agents and station labor.....	2,018,603.79
Fuel, oil and waste	2,206,182.45
Other expenses conducting transportation.....	186,424.36
6,761,381.91	
General expenses —	
Salaries of officers	
Office and clerical expenses }	484,074.06
Taxes.....	666,167.65
Legal expenses	58,218.17
Other general expenses.....	900,252.07
2,108,711.95	

Total operating expenses, entire line, being 58 per cent of earnings.....	\$13,566,605.09
Total operating expenses in Minnesota.....	2,532,514.66
Average operating expenses per mile (1,057 miles) of track, exclusive of sidings, in Minnesota.....	2,395.95
Average operating expenses per train mile (freight, passenger and mixed trains) in Minnesota.....	.90
Excess of earnings over operating expenses in Minnesota.....	2,405,258.33
Total operating expenses	\$13,566,605.09
Taxes	666,167.65

Operating expenses less taxes \$12,900,437.44

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EXPENSES, ETC.

PAYMENTS FROM EARNINGS IN ADDITION TO OPERATING EXPENSES.—ENTIRE
LINE.

Taxes—State, county and national.....	\$666,167.65
For interest on bonds.....	5,785,669.00
Dividends—rate 7 per cent—on preferred stock.....	1,157,868.81
Dividends—rate 7 per cent—on common stock	<u>2,163,298.27</u>
Total payments in addition to operating expenses.....	\$9,773,003.73

GENERAL BALANCE SHEET 1st JULY, 1884.

ASSETS.	AMOUNT.	LIABILITIES.	AMOUNT.
Cost of Road, Equipment, etc.....	\$148,863,855.51	Capital Stock Preferred.....	\$16,540,983.00
Bonds, Stock, etc., Owned by Company.....	1,732,786.47	Capital Stock Common.....	30,904,261.00
Cash.....	1,608,068.32	Funded Debt.....	96,457,000.00
Bills Receivable.....	1,017,451.14	Dividends and Interest Unclaimed.....	85,694.12
Due from Agents, Companies, etc.....	959,615.05	Notes Payable.....	3,152,653.92
Materials and Supplies.....	1,553,025.87	Vouchers and Accounts.....	2,061,701.97
		Land Department.....	1,771,255.58
		Income Account.....	4,761,252.77
	\$155,734,802.36		\$155,734,802.36

GENERAL BALANCE SHEET, 1st JULY, 1884—CONCLUDED.

What is your estimate of the cost to you for the transportation of each passenger per mile? } The expense of transporting freight and passengers cannot be separated.
 What is your estimate of the cost to you per ton per mile for the transportation of freight? }
 What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? All engines, with or without trains, are obliged to stop dead within 400 feet of all railroad crossings and not proceed until the track is clear.
 What regulations govern your employes in regard to crossings of public highways, and are these regulations found to be sufficient? Whistling posts are set 80 rods each side of the public highways, and all engineers must blow whistle at these posts and ring bell until highway is crossed. Sufficient.
 What platform and coupler between passenger cars do you use? Miller.
 What kind of brakes do you use on passenger trains? Air brakes.

U. S. MAIL.

What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service? The rate of pay for transporting the U. S. mail is not permanently fixed. The mails are weighed for periods fixed by the Post Office Department, and upon the result of the weighing the rate of compensation is based.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express companies? The American Express Company and the United States Express Company run on the lines of this company, doing a general express business. Freights taken by railway company at depots.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? All fast freight lines doing business between Eastern and Northwestern points run over the lines of this company, paying regular rates and receiving mileage. Their freight has no preference over other freight in same class.

LANDS.

CONGRESSIONAL GRANT.

(Year ending December 31, 1883.)

State the number of acres of land your company has already received from the Congressional land grant.....	550,634.08
State the number of acres yet to inure to your company from Congressional grant.....	8,000 or 10,000
State the average price at which these lands are now offered for sale by the company.....	\$6.00
State the average price at which lands have been sold or contracted by the company during the year ending Dec. 31, 1883..	\$4.90
State the number of acres sold during the year ending Dec. 31, 1883	22,387.60

LANDS—CONCLUDED.

State the number of acres contracted to be sold during the year ending Dec. 31, 1883.....	57,921.39
State the amount received from sales during the year ending Dec. 31, 1883.....	\$91,901.34
State the amount received from outstanding contracts during the year ending Dec. 31, 1883.....	\$107,507.99
State the amount received from forfeited contracts, stumpage, etc., (including interest on deferred payments received by the company during the year ending Dec. 31, 1883).....	\$18,802.87
State the gross amount received from sales, contracts, forfeited contracts, stumpage, etc., up to Dec. 31, 1883.....	\$218,212.20

STATE OR SWAMP LAND GRANT.

State the number of acres of land your company has already received from the State or swamp land grant.	35,242.29.
State the number of acres yet to inure to your company from State or swamp land grant.	Uncertain.
State the average price at which these lands are now offered for sale by the company.	All sold.
State the average price at which lands have been sold or contracted by the company during the year ending Dec. 31, 1883.	None.
State the number of acres sold during the year ending Dec. 31, 1883.	None.
State the number of acres contracted to be sold during the year ending Dec. 31, 1883.	None.
State the amount received from sales during the year ending Dec. 31, 1883.	None.
State the amount received from outstanding contracts during the year ending Dec. 31, 1883.	None.
State the amount received from forfeited contracts, stumpage, etc. (including interest on deferred payments received by the company), during year ending Dec. 31, 1883.	None.
State the gross amount received from sales, contracts, forfeited contracts, stumpage, etc., up to Dec. 31, 1883.	None.

SUMMARY.

	Acres.
Total amount of lands received by company.....	585,876.37
Total amount of land sold and contracted by company.....	487,492.85
Total cash received from sales, contracts, forfeited contracts, stumpage, etc., (including interest on deferred payments received by the company).....	\$1,455,050.79

ADDITIONAL QUESTIONS.

Rates and dates of all cash dividends on stock of original and consolidated companies so far as known.	Sept. 15, 1883, Feb. 27, 1884.
Date when main line (giving termini and length) was put in operation.	See last report.
No road added in Minnesota during the year.	
Date of the commencement of operating each branch line, giving termini and length.	See last report. No road added in Minnesota during the year.
Roads operated under lease (whether temporary or permanent), giving name, termini, length, address of lessors and terms of lease.	The Oshkosh & Mississippi River Railway, from Ripon to Oshkosh in Wisconsin, twenty miles, is operated under a lease. The bonds are owned substantially by the C. Mil. & St. Paul Ry. Co.

ACCIDENTS.

STATEMENT OF EACH ACCIDENT.

- 1883.
- July 9. Edmund Swenson, farmer, Granite Falls, killed, lying on track (drunk.)
- July 5. Nels John Oleson, laborer, Langdon, killed, getting on moving train, one leg cut off, the other mangled.
- July 14. Joe Harrison, water boy, La Crescent, injured, getting on moving train, leg and foot crushed.
- July 26. John McBride, tramp, Hastings, injured, walking on bridge, foot run over.
- Aug. 5. Mrs. Mary Thornley, Minneapolis, killed, walking on track.
- Aug. 5. Miss Annie Thornley, Minneapolis, killed, walking on track, legs cut off, head cut.
- Aug. 7. Wm. Isping, brakeman, Red Wing, injured, knocked off train by tramps, shoulder, back, arm, and two fingers bruised.
- Aug. 28. Maytias Cyapewski, section boss, La Moille, killed, getting hand car off track.
- Aug. 28. Albert Price, cooper, Minneapolis, killed, crossing track, chest and leg crushed.
- Aug. 31. Wellington Enight, car repairer, South Minneapolis, injured, working under car, foot cut off.
- Aug. 31. Fred Johnson, laborer, Delavan, killed, getting out of end door of freight car.
- Sept. 5. Wm. O. Dickinson, brakeman, Fairmont, injured, coupling cars, leg broken at thigh.
- Sept. 3. Unknown man, tramp, Frontenac, killed, fell off train.
- Sept. 5. Mrs. Elceta Hatch, Le Roy, injured, train started suddenly, leg broken.
- Sept. 5. Mrs. A. Coner, Le Roy, injured, train started suddenly, bruised.
- Sept. 26. Matt Ronan, brakeman, Prior Lake, injured, coupling cars, hand crushed.
- Sept. 28. Wm. Netter, brakeman, St. Paul, injured, coupling cars, arm broken.
- Sept. 29. C. D. Bliss, Eggleston, killed, standing on track, injured side, hips and internally.
- Oct. 5. R. O. Summers, brakeman, Plato, killed, struck by car on side track, buried about head.
- Oct. 9. Wm. Pulham, boy, Wykoff, injured, getting off train, foot cut off.
- Oct. 21. Lena Milka, Norwood, injured, walking on track, one arm broken, the other bruised.
- Oct. 21. David Thornton, brakeman, Minneapolis, injured coupling cars, thumb and two fingers cut off.
- Oct. 30. Peter Coleman, brakeman, Minneapolis, injured, coupling cars, thumb and fingers cut off.
- Oct. 30. Lewis Greaver, brakeman, Whalan, killed, found dead near track.
- Oct. 30. Herman Robeski, laborer, Norwood, injured, jumped off moving train, leg broken.
- Nov. 3. A. Miller, Austin, injured, boarding moving train.
- Nov. 5. O. Carlson, laborer, Sacred Heart, injured, sitting on track (drunk), hip broken.
- Nov. 11. Peter Anderson, laborer, St. Paul, injured, stepped on track, head cut and leg broken.
- Nov. 12. Ed. Mahoney, farmer, Fountain, killed, stepped on track.
- Nov. 22. Thos. Minnette, brakeman, Northfield, injured, fell off train, toes crushed, head cut and side bruised.
- Nov. 22. Benj. Quick, brakeman, St. Paul, injured, coupling cars, hand crushed.
- Nov. 26. Chas. Defeld, bookkeeper, St. Paul, killed, walking on track.
- Dec. 14. Mike Gallagher, flagman, Minneapolis, killed, stepped on track.
- Dec. 16. Harry Montier, brakeman, Fairmont, injured, crossing on track, leg cut off.
- Dec. 27. James Murphy, brakeman, Granite Falls, killed, coupling cars.

ACCIDENTS—CONCLUDED.

STATEMENT OF EACH ACCIDENE.

1884.

- Jan. 1. Frank Murphy, brakeman, Chamorembia Tank, injured, coupling cars, thumb cut off.
- Jan. 25. Chas. Seeley, brakeman, Austin, injured, coupling cars, three fingers crushed.
- Feb. 7. Albin Magnison, farmer, Etter, injured, crossing track with team.
- Feb. 23. S. M. Binney, farmer, Minn. Trans., injured, riding on engine, arm broken, three fingers cut off.
- Feb. 23. Frank M. Dillie, farmer, Somerset, injured, getting on moving train, leg crushed.
- Feb. 18. Michael Scanlon, sectionman, Hastings, killed, fell under engine.
- Mar. 14. B. H. Nelson, Etter, killed, standing on track.
- Mar. 19. Chris. Hanson, brakeman, Dundas, killed, fell under engine, leg cut off.
- Mar. 27. Jas. Reynolds, mechanic, Minneapolis, killed, walking on track.
- Mar. 30. Joseph Gerard, Homer, killed, lying on track.
- April 3. Thos. Brown, brakeman, Lyle, injured, coupling cars, finger cut off.
- April 20. C. Warch, brakeman, Wells, injured, coupling cars, finger cut off.
- April 21. Geo. R. Beach, boiler maker, Minneapolis, injured, walking on track, five ribs brbken.
- April 20. Arthur F. Martin, brakeman, Minn. Falls, injured, defective brake, foot crushed, finger broken.
- May 8. James Shea, brakeman, Caledonia Jct., injured, foot caught in stake socket, elbow dislocated.
- May 27. Geo. E. Prentiss, clerk, Dayton's Bluff, killed, walking on track (drunk).
- May 29. Bernard Erickson, painter, Minneapolis, injured, fell off ladder, arm broken, hip hurt.
- June 12. Ole Nelson, laborer, Whalan, injured, lying on track, ankles sprained.
- June 20. Jos. Lepper, clerk, St. Paul Jct., injured, box fell against him, leg broken and ankle dislocated.
- June 26. A. Zillar, brakeman, Ramsey, injured, coupling cars, thumb crushed, hand bruised.
- June 27. John Gilbert, brakeman, Hokah, injured, coupling cars.

SUMMARY.

Total number of passengers injured from causes beyond their control, 2.

Total number of employes killed from causes beyond their control, 2; injured, 3. Killed by their own misconduct or want of caution, 7; injured, 17.

Total number of others killed by their own misconduct or want of caution, 14; injured, 11.

STATE OF WISCONSIN, }
COUNTY OF MILWAUKEE. } ss.

Roswell Miller, Assistant General Manager, and P. M. Myers, Secretary of the Chicago, Milwaukee & St. Paul Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the 30th day of June, A. D. 1884, to the best of their knowledge and belief.

Signed,
ROSWELL MILLER,
Assistant General Manager.
P. M. MYERS,
Secretary.

{ SEAL
OF R. R. }

Subscribed and sworn to before me, at Milwaukee, this 27th day of Sept., A. D., 1884.

[SEAL.]

G. E. WEISS.
Notary Public, Milwaukee Co., Wis.

REPORT

OF THE

DULUTH & IRON RANGE RAILROAD COMPANY.

FOR THE YEAR ENDING 30th OF JUNE, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
C. Tower, Jr.....President	Duluth.....Minn.
Geo. C. Stone.....1st Vice President	St. Paul.....Minn.
I. P. Beck.....Secretary	Duluth.....Minn.
H. F. Thompson.....Solicitor	Duluth.....Minn.
Geo. C. Stone.....Treasurer	St. Paul.....Minn.
R. H. Lee..... { Gen. Superintendent	Duluth.....Minn.
{ Chief Engineer.	
A. H. Viele.....Auditor	Duluth.....Minn.
W. R. Marshall....Land Commissioner	St. Paul.....Minn.

General Offices of the Company.....Duluth, Minn.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
C. Tower, Jr.....	Duluth.	Geo. C. Stone	St. Paul.
R. H. Lee.....	Duluth.	A. H. Viele.....	Duluth.
C. P. Bailey.....	Duluth.	C. Tower.....	Philadelphia.
I. P. Beck.....	Duluth.	Edward Breitung.....	Negaunee, Mich.
H. F. Thompson.....	Duluth.		

Date of Annual Election of Directors. First Wednesday in December.

CAPITAL STOCK, DEBTS, ETC.

Common stock issued..... \$500,000 00

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DEBTS, ETC.

BONDED DEBT.

First mortgage bonds, 6 per cent.....	\$1,375,000 00
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FLOATING DEBT.

Amount of debt not secured by mortgage.....	382,659 28
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COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way, entire line.....	1,941 74
Cost of right of way in Minnesota.....	Same.
Cost of construction, entire line.....	1,976,146 81
Cost of construction in Minnesota.....	Same.
Cost of present equipment.....	108,889 62

Total cost of construction and equipment.....	\$2,086,978 17
Is your construction account closed? No.	

CHARACTERISTICS OF ROAD.

STATIONS.

Number of stations on line of road in Minnesota.....	1
--	---

EQUIPMENT.

Number of locomotives of more than forty tons weight, exclusive of tender.....	5
Number of locomotives of more than thirty tons weight, exclusive of tender.....	3
Number of first-class passenger cars.....	1
Number of box, freight and stock cars.....	6
Number of flat and coal cars.....	30
Number of hand and other cars.....	10

Total cost of above equipment.....	\$108,889 62
------------------------------------	--------------

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

Total number of miles run by passenger trains during the year ending June 30, 1884.....	None.
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EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.—ENTIRE LINE.

Construction account for the year.....	\$1,922,921.81
Additional equipment during the year.....	108,889.62
For interest on bonds.....	53,225.00

Total payments in addition to operating expenses.....	\$2,085,036.43
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GENERAL BALANCE SHEET 1st JULY, 1884.

Assets.	Amount.	Liabilities.	Amount.
Construction.....	\$1,976,146.81	Capital stock	\$500,000.00
Land account.....	31,422.79	Bonds	1,375,000.00
Equipment	108,889.62	Accounts and bills	
Tools and machinery ..	26,985.87	payable	399,272.86
Supplies	49,608.25		
Cash and accounts receivable.....	81,219.52		
	<u>\$2,274,272.86</u>		<u>\$2,274,272.86</u>

List of stockholders of the Duluth & Iron Range Railroad Company at the last election of directors, held December 5, 1883 :

	Shares.
Minnesota Iron Co.....	4,980
Charlemagne Tower.....	12
Geo. C. Stone.....	1
T. L. Blood.....	1
R. H. Lee.....	1
Charlemagne Tower, Jr.....	1
H. F. Thompson.....	1
I. P. Beck	1
C. P. Bailey	1
Hon. Edward Breitung	1
Total	<u>5,000</u>

The Duluth & Iron Range Railroad was chartered December 31, 1874.

Construction was commenced on the division from Two Harbors, on Lake Superior, to Tower on Vermilion Lake—67½ miles—on June 20, 1883.

The first train passed over the road from Tower to Two Harbors on July 31, 1884.

The road was accepted from the contractors and regular trains commenced running on August 11, 1884.

STATE OF MINNESOTA, }
COUNTY OF ST. LOUIS. } ss.

C. Tower Jr., president, and Isaac P. Beck, secretary of the Duluth & Iron Range Railroad Company, being duly sworn, depose and say that they have caused the forgoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1884, to the best of their knowledge and belief.

Signed,

{ SEAL }
{ OF R. R. }

C. TOWER JR., President.
ISAAC P. BECK, Secretary.

Subscribed and sworn to before me this twenty-first day of November, A. D. 1884.

[SEAL.] ,

H. F. THOMPSON,
Notary Public, St. Louis County, Minnesota.

REPORT

OF THE

Fargo & Southern Railway Company,

(Successors to Fargo & St. Louis Air Line R. R. by purchase and consolidation, Oct. 5, 1883.)

FOR THE YEAR ENDING 30TH OF JUNE, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
H. E. Sargent.....President.	Chicago.....Ill.
W. A. Kindred.....1st Vice President.	Fargo.....Dak.
A. W. Edwards.....Secretary.	Fargo.....Dak.
George P. Wilson.....Solicitor.	Fargo.....Dak.
T. W. Wadsworth.....Treasurer.	Chicago.....Ill.
Chas. Sweatt.....Local Tr.	Fargo.....Dak.
D. R. Taylor.....Gen. Superintendent.	Fargo.....Dak.
C. I. Eddy, { General Ticket Agent.	Fargo.....Dak.
{ General Freight Agent.	
L. H. Lewis.....Auditor.	Fargo.....Dak.

General offices of the company.....Fargo, Dak.
 General office in this State.....Ortonville, Minn.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
J. B. Raymond.....	Fargo.	T. W. Wadsworth...	Chicago.
W. A. Kindred.....	Fargo.	J. C. Easton.....	La Crosse.
A. W. Edwards.....	Fargo.	Philip Wadsworth...	Chicago.
John E. Haggart.....	.....	H. E. Sargent.....	Chicago.
D. C. Grau.....	.....	J. W. Cary.....	.....
E. K. Hubbard.....	.....	E. Walker.....	.....

No executive committee. Date of annual election of directors, third Tuesday in June. Name of person to whom correspondence concerning this report should be directed: L. H. Lewis, Auditor.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized \$1,250,000.00

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash... \$1,250,000.00
 Stock issued for account of construction. None.
 Stock issued for bonds of company canceled. None.
 Stock issued for dividends payable in stock. None.
 Stock issued for payment of floating debt. None.
 Stock issued for interest on bonded debt. None.
 Stock issued for construction account on extension lines. None.

Total common stock..... \$1,250,000.00
 Amount preferred stock. None.

Rate of preference and for what issued. None.

Proportion of stock for Minnesota. About \$10,000 per mile.

A list of the stockholders at the last election of directors, showing the name, residence and amount of stock owned by each, must be filed herewith. Unknown to the undersigned.

When and to whom was the original stock, owned by the company, sold, and what was the cash value realized by the company for the same? Unknown to the undersigned.

If any stock has been issued since the original, state the date or dates when the same was issued, and to whom issued, in what manner the same was paid for, and the cash value realized by the company for the same. None.

DEBTS, ETC.

BONDED DEBT.

First mortgage bonds, due June 15, 1924, rate of interest 6 per cent..... \$1,250,000.00

Second mortgage bonds due. None.

Third mortgage bonds due. None.

Total bonded debt..... \$1,250,000.00

FLOATING DEBT.

Proportion of debt, bonded and floating, for Minnesota. No floating debt.

Amount of stock and debt per mile of road. No floating debt.

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way in Minnesota. Not completed.

Cost of construction in Minnesota. Not completed.

Is your construction account closed? No.

The value of all other property owned by the corporation. Unknown.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD, ETC.

Length of main line of road from Ortonville to Dakota Line. Forty-five miles.

Length of double track on main line. None.

Aggregate length of sidings and other track not above. 3,500 feet.

Number of miles of iron rail. None.

Number of miles of steel rail. Forty-five miles and 3,500 feet.

Aggregate length of tracks operated by this company computed as single track. Forty-five miles and 3,500 feet.

Gauge of road. Four feet, eight and one-half inches.

CHARACTERISTICS OF ROAD—CONCLUDED.

STATIONS.

Number of stations on line of road in Minnesota. Two.

Number of "common points" in Minnesota. Three.

BRIDGES AND TRESTLES.

Wooden bridge, number 31, aggregate length, 1464 feet.

FENCING.

Number of miles of fencing on the road, and kind. None.

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality? St.

P., M. & M., Brown's Valley branch, at Graceville.

EQUIPMENT.

Number of first-class passenger cars. Six.

Number of express and baggage cars. Three.

Number of box, freight and stock cars. Fifty box cars.

Number of flat and coal cars. Fifty-one.

Number of hand and other cars. Seventeen.

Number of other cars. Seven.

DOINGS OF THE YEAR IN TRANSPORTATION.

Nothing was done on this line, it being under construction.

What regulations govern your employes in regard to crossings of other railroads and are they found to be sufficient? Engineers give one long and one short whistle eighty rods from public highways. It is sufficient.

GENERAL REMARKS AND HISTORY OF YOUR COMPANY.

Many of the questions are unanswered owing to the line being under construction and accounts uncomplete.

TERRITORY OF DAKOTA, }
COUNTY OF CASS. } ss.

A. W. Edwards, secretary, and L. H. Lewis, auditor of the Fargo Southern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1884, to the best of their knowledge and belief.

{ SEAL
{ OF R. R. }

Signed,

A. W. EDWARDS,
L. H. LEWIS.

Subscribed and sworn to before me at Fargo this 25th day of November, A. D. 1884.

[SEAL.]

EDWARD A. WEBB,
Notary Public, Cass Co., D. T.

REPORT

OF THE

MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY,

FOR THE YEAR ENDING 30TH OF JUNE, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
R. R. Cable.....	..... President
W. H. Truesdale.....	..... Vice President
Joseph Gaskell.....	..... Secretary
J. D. Springer.....	..... Solicitor
Joseph Gaskell.....	..... Treasurer
T. E. Clarke.....	..... Superintendent
S. F. Boyd.....	..... General Ticket Agent
J. A. Hanley.....	..... General Freight Agent
F. W. Partridge.....	..... Auditor

General offices of the company.....Minneapolis.
 General office in this State.....Minneapolis.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
R. R. Cable.....	.....Chicago.	W. D. Washburn.....	.....Minneapolis.
H. H. Porter.....	.....Chicago.	J. D. Springer.....	.....Minneapolis.
Thos. F. Withrow.....	.....Chicago.	H. R. Bishop.....	.....New York.
A. Kimball.....	.....Chicago.	David Dows.....	.....New York.
W. H. Truesdale.....	.....Minneapolis.	.....	.....

Date of annual election of directors, first Tuesday in October.

Name and address of person to whom correspondence concerning this report should be directed, F. W. Partridge, Auditor.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized.....\$20,000,000.00

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash..\$5,754,100.00

Total common stock.....\$5,754,100.00

Amount of preferred stock.....4,000,000.00

Proportion of stock for Minnesota.....5,879,936.00

DEBTS, ETC.

BONDED DEBT.

Bonds, due 1890, rate of interest 7 per cent.....	\$500,000
Bonds, due 1901, rate of interest 6 per cent.....	100,000
Bonds, due 1907, rate of interest 7 per cent.....	735,000
Bonds, due 1909, rate of interest 7 per cent.....	1,015,000
Bonds, due 1910, rate of interest 7 per cent.....	636,000
Bonds, due 1921, rate of interest 6 per cent.....	1,382,000
Mortgage, due 1922, rate of interest 6 per cent.....	2,000,000
Mortgage, due 1927, rate of interest 7 per cent.....	950,000
Total bonded debt.....	\$7,318,000

FLOATING DEBT.

Amount of debt not secured by mortgage.....	\$1,220,371.00
Proportion of debt, bonded and floating, for Minnesota.....	11,027,010.31
Total amount of paid up stock and debt.....	18,292,471.00
Amount of stock and debt per mile of road.....	51,528.09

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way, entire line? Included in construction.	
Cost of right of way in Minnesota? Included in construction.	
Cost of construction, entire line.....	\$16,084,640.75
Cost of construction in Minnesota.....	\$9,695,821.44
Cost of present equipment [applying to 355 miles of road].....	2,052,835.14

Total cost of construction and equipment.....	\$18,137,475.89
Average cost of road and equipment per mile [355 miles].....	51,091.48
Is your construction account closed? Yes.	

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD, ETC.	MILES.	
	Entire Length.	Length in Minnesota.
Length of main line of road from Minneapolis to Angus, Iowa	260	122
Length of additional track on main line, making 3½ miles of double track	3½	3½
BRANCHES.		
From Hopkins to Morton.....	92	92
From Waterville to Red Wing (operating under contract) ..	65	65
From Kalo Junction to Kalo, Iowa.....	3	
Total length of main line and branches.....	420	279
Aggregate length of sidings and other track not above...	612½	52½
Number of miles iron rail	156½	26½
Number of miles steel rail	267	256
Aggregate length of tracks operated by this company computed as single track.....	423½	282½

Gauge of road, standard 4 ft. 8½ in.

CHARACTERISTICS OF ROAD—CONCLUDED.

STATIONS.

Number of stations on line of road in Minnesota.....	49
Number of "common points" in Minnesota.....	17

BRIDGES AND TRESTLES.

Wooden bridges, number of pile bridges 174, aggregate length 13,573 feet.	
Iron bridges, number of combination and Howe truss 11, aggregate length, 3,473 feet.	
Number of wooden trestles 20, aggregate length 3,204 feet.	

FENCING.

Number of miles of fencing on the road, and kind, 249½ ¹ / ₈ , 6½ miles board, balance wire.	
The total cost of same.....	\$67,789.99
Average cost per rod .....	.85

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what localities?	
C., M. & St. P. near Hopkins and at Chaska, Norwood, Faribault, Dundas, Northfield, Cannon Falls and Albert Lea.	
C. & N. W. at Waseca.	
C., St. P., M. & O. at Merriam Junction.	
M., L. & M. (motor line) near Hopkins and Excelsior.	

EQUIPMENT.

Number of locomotives of more than 40 tons weight, exclusive of tender	} ... 69	
Number of locomotives of more than 30 tons weight, exclusive of tender		
Number of locomotives of more than 20 tons weight, exclusive of tender		
Number of locomotives of more than 10 tons weight, exclusive of tender		
Number of first-class passenger cars.....	17	
Number of second-class passenger cars.....	None.	
Number of express, baggage and mail cars.....	11	
Number of box, freight and stock cars.....	1,311	
Number of flat and coal cars.....	704	
Number of hand and other cars.....	105	
Number of other cars.....	40	

The above equipment applies to 420 miles of road.

Total cost of above equipment.....	\$2,052,835.14
Average cost of equipment per mile of road operated.....	4,887.20

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

	Miles.
Total number of miles run by passenger trains during the year ending June 30, 1884.....	447,693
Number of miles run by freight and mixed trains during the year ending June 30, 1884. Junction, switch and work.....	1,158,640
Total mileage	1,606,333
Freight.....	801,775
Switching.....	322,590
Work.....	34,275
	1,158,640
Mileage of empty freight cars.....	4,121,900

DOINGS OF THE YEAR IN TRANSPORTATION—CONTINUED.

SPEED OF TRAINS.

	Miles per Hour.
The highest rate of speed allowed for express passenger train.....	30
Schedule rate of same, including stops.....	22
The highest rate of speed allowed for mail and accomodation trains.....	25
Schedule rate of same, including stops.....	20
The highest rate of speed allowed for freight trains	15
Schedule rate of same, including stops.....	12

TARIFFS.

Average rate per mile for through passengers during the year...	2.38½ cents.
Average rate per mile for local passengers during year.....	2.86 cents.
Average rate per mile per ton (of 2,000 lbs.) for through freight	0.917 cents.
Average rate per mile per ton (of 2,000 lbs.) for local freight....	1.8 cents.

CHARACTER OF SERVICE.

	Number of Persons Employed.
Division and assistant superintendents.....	1,525
Clerks in all offices.....	
Master and assistant mechanics.....	
Conductors.....	
Engineers.....	
Brakeman.....	
Flag men, switch tenders, gate keepers and watchmen	
Station agents.....	
Section men.....	
Laborers.....	
Other employes.....	

TONNAGE.

	Tons.
Grain.....	89,910.128
Agricultural products, except grain.....	5,325.888
Flour and meal.....	157,990.061
Provisions	9,691.340
Manufactures	17,070.596
Animals	17,847.625
Lumber.....	120,755.718
Other forest products.....	54,837.847
Iron, lead and mineral products.....	50,009.941
Stone, brick, lime, cement, sand, etc.....	44,020.167
Coal.....	178,096.604
Merchandise and other articles.....	113,967.671
Total.....	859,523.586

PASSENGERS.

Number of passengers carried during the year ending 30th of June, 1884.....	297,850
Total passenger mileage or passengers carried one mile.....	12,977,932
Average distance traveled by each passenger.....	43.5723

FUEL CONSUMED.

Cords of wood consumed	2,810½
Tons of coal consumed.....	69,680½

FREIGHT HAULED.

Average amount of freight hauled per car.....	14 tons.
Average amount of freight hauled per train.....	252 tons.

STATISTICS OF TRAFFIC.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING EASTWARD AND NORTHWARD.

MINNEAPOLIS & ST. LOUIS RAILWAY.

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STATIONS.	Wheat. Bushels.	Other grain. Bushels.	Flour. Bbls.	Other products. Tons.	Lumber. 1,000 feet.	Other products of the forest. Tons.	Mds. and miscellaneous freight. Tons.
Hopkins.....	647 ¹ / ₂			34			50,887 ¹ / ₂
Eden Prairie.....	39,460 ¹ / ₂	500.00					2,100 ¹ / ₂
Chaska.....	91,434 ¹ / ₂	656.07	954 ¹ / ₂	260 ¹ / ₂		144	14,036 ¹ / ₂
Carver.....	6,192 ¹ / ₂			257 ¹ / ₂		24	5,776 ¹ / ₂
Merriam Junction.....				200 ¹ / ₂	45,817		64,100 ¹ / ₂
Jordan.....						84	654,700 ¹ / ₂
Helena.....	104,513 ¹ / ₂			459,120 ¹ / ₂		1,608	9,000 ¹ / ₂
New Prague.....	67,519 ¹ / ₂	856.25	5,953 ¹ / ₂	857 ¹ / ₂		1,360	283,100 ¹ / ₂
Montgomery.....	8,866 ¹ / ₂			183,333 ¹ / ₂		8,495 ¹ / ₂	235,700 ¹ / ₂
Kilkenny.....	84,089 ¹ / ₂			78		5,017 ¹ / ₂	38,907 ¹ / ₂
Waterville.....	55,034 ¹ / ₂	171.87		503 ¹ / ₂	134,100 ¹ / ₂		238,100 ¹ / ₂
Waseca.....	14,926 ¹ / ₂	2,677.23		313	52,400 ¹ / ₂		600,900 ¹ / ₂
New Richland.....	37,956 ¹ / ₂	875.00	1,450	714	8		397,100 ¹ / ₂
Hartland.....	2,623 ¹ / ₂	2,328.84		402 ¹ / ₂			153,100 ¹ / ₂
Albert Lea.....	26,279 ¹ / ₂			180 ¹ / ₂			635,337 ¹ / ₂
Twin Lakes.....	14,815 ¹ / ₂			131 ¹ / ₂			24,100 ¹ / ₂
Norman.....	69,039 ¹ / ₂			557 ¹ / ₂			33,000 ¹ / ₂
Lake Mills.....	6,923 ¹ / ₂	14,692.50		142 ¹ / ₂			217 ¹ / ₂
Lelandsburgh.....	56,945	15,654.48		911 ¹ / ₂			3,100 ¹ / ₂
Forest City.....	5,759 ¹ / ₂	53,030.86	11 ¹ / ₂	1,516 ¹ / ₂			115,700 ¹ / ₂
Butt.....	2,628	8,543.93		174 ¹ / ₂			110,300 ¹ / ₂
Corwith.....	9,263	4,653.13		70			45,800 ¹ / ₂
Luverne.....	17,440 ¹ / ₂	3,084.69	20				17,700 ¹ / ₂
Livermore.....	19,867 ¹ / ₂	5,271.92	3	142	26		89,300 ¹ / ₂
Humboldt.....		38,893.79	185 ¹ / ₂	1,228 ¹ / ₂			1,052,100 ¹ / ₂

STATISTICS OF TRAFFIC—CONTINUED.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING EASTWARD AND NORTHWARD.

STATIONS.	Wheat. Bushels.	Other grains. Bushels.	Flour. BbIs.	Other products. Tons.	Lumber. 1,000 feet.	Other products of the forest. Tons.	Mds. and miscellaneous freight. Tons.
Badger.....	4,906 ³⁸ / ₁₀₀	16,364.15	.....	433 ¹¹ / ₁₀₀	.....	20 ²³ / ₁₀₀	151 ⁷⁵ / ₁₀₀
Fort Dodge.....	2,672 ³⁸ / ₁₀₀	2,891.79	313 ³⁸ / ₁₀₀	2,620 ¹⁰ / ₁₀₀	2 ³⁸ / ₁₀₀	84	36,968 ¹⁰ / ₁₀₀
Kalo.....	.....	.....	.....	12	24	84	39,191 ³⁸ / ₁₀₀
Otho.....	.....	.....	.....	132	.....	.....	121 ³⁸ / ₁₀₀
Burnside.....	.....	874.84	.....	110	.....	60	41 ³⁸ / ₁₀₀
Dayton.....	.....	3,427.03	20	101 ³⁸ / ₁₀₀	.....	.....	44 ³⁸ / ₁₀₀
Pilot Mound.....	.....	37,129.02	.....	9	.....	.....	31 ³⁸ / ₁₀₀
Ogden.....	.....	13,737.86	77	134 ¹⁰ / ₁₀₀	.....	.....	93 ¹⁰ / ₁₀₀
Augus.....	.....	.....	.....	13 ¹⁰ / ₁₀₀	8	.....	89,062 ³⁸ / ₁₀₀
Minnetonka.....	411 ³⁸ / ₁₀₀	.....	161 ³⁸ / ₁₀₀	79 ³⁸ / ₁₀₀	.....	.....	11 ³⁸ / ₁₀₀
Excelsior.....	7,288 ³⁸ / ₁₀₀	.....	.....	.....	8	1,798	97 ¹⁰ / ₁₀₀
Waconia.....	77,813	753.83	120	13	.....	1,387	76 ³⁸ / ₁₀₀
Young America.....	.....	.....	9,383 ³⁸ / ₁₀₀	31 ⁷⁵ / ₁₀₀	8	.....	75 ¹⁰ / ₁₀₀
Hamburg.....	19,177 ³⁸ / ₁₀₀	.....	.....	6 ¹⁰ / ₁₀₀	.....	.....	19 ¹⁰ / ₁₀₀
Green Isle.....	76,162 ³⁸ / ₁₀₀	.....	.....	22	.....	12	54 ³⁸ / ₁₀₀
Arlington.....	123,651 ³⁸ / ₁₀₀	3,160.42	222	242	.....	446 ³⁸ / ₁₀₀	72 ¹⁰ / ₁₀₀
Gaylord.....	134,877	8,116.07	.....	284	.....	.....	58 ³⁸ / ₁₀₀
Winthrop.....	113,461 ³⁸ / ₁₀₀	2,732.02	.....	483 ¹⁰ / ₁₀₀	.....	.....	64 ³⁸ / ₁₀₀
Gibbon.....	50,402 ³⁸ / ₁₀₀	.....	.....	77	.....	.....	24 ¹⁰ / ₁₀₀
Fairfax.....	65,310 ³⁸ / ₁₀₀	428.57	.....	50	.....	.....	16 ¹⁰ / ₁₀₀
Franklin.....	75,897 ³⁸ / ₁₀₀	2,346.88	.....	125 ³⁷ / ₁₀₀	.....	.....	23 ³⁸ / ₁₀₀
Morton.....	90,884 ³⁸ / ₁₀₀	.....	.....	148 ¹⁰ / ₁₀₀	.....	.....	73 ¹⁰ / ₁₀₀
Morristown.....	32,980 ³⁸ / ₁₀₀	966.07	488	130 ¹⁰ / ₁₀₀	.....	.....	18 ³⁸ / ₁₀₀
Warsaw.....	19,489 ³⁸ / ₁₀₀	.....	229 ¹⁰ / ₁₀₀	.....	1 ³⁴ / ₁₀₀	183 ¹⁰ / ₁₀₀	18 ¹⁰ / ₁₀₀
Fairbault.....	950	.....	216 ³⁸ / ₁₀₀	128	.....	12	446 ³⁸ / ₁₀₀

STATISTICS OF TRAFFIC—CONCLUDED.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING EASTWARD AND NORTHWARD.

STATIONS.	Wheat. Bushels.	Other grains. Bushels.	Flour. Bbls.	Other products. Tons.	Lumber. 1,000 feet.	Other products of the forest. Tons.	Mds. and miscellaneous freight. Tons.
Dundas.....	.....	.....	.....	.....	.....	24	17,127
Northfield.....	.....	7,593.75	10	71	1,000	.....	287,000
Cannon Falls.....	85,994 $\frac{1}{2}$	10,006.25	.....	68,200	.....	.....	122,473
Red Wing.....	48,391 $\frac{1}{2}$	1,873.54	.....	25,000	.....	.....	2,510,000
C. & N. W. Ry.....	.....	.....	.....	14,000	.....	.....	977,000
B. C. R. & N. Ry.....	.....	61,392.54	10	6,561,200	19,000	221,000	69,313,100
C. R. I. & P. Ry.....	12,456 $\frac{1}{2}$	90,525.22	1,169 $\frac{3}{4}$	7,068,000	95,000	211,000	134,623,000
C. B. & Q. Ry.....	.....	357.14	9,720	2,733,000	614,000	242,000	33,643,000
Central Iowa Ry.....	.....	23,879.19	.....	202,000	902,000	119,000	304,000
C. M. & St. P. Ry.....	.....	.....	.....	.....	.....	.....	183,000
Illinois Cent. Ry.....	2,917 $\frac{1}{2}$	6,350.40	2,155 $\frac{3}{4}$	24,000	.....	.....	115,000
Des M. & Ft. D. Ry.....	3,451 $\frac{1}{2}$	15,250.56	126	989,000	174,000	.....	1,576,000
Total of each class.....	1,791,827 $\frac{1}{2}$	462,046.70	30,212 $\frac{1}{2}$	.....	2,152,800	.....	.....
Total of each class in tons.....	53,754,420	9,133,144	3,021,330	33,593,166	3,228,145	23,486,473	434,906,130

STATISTICS OF TRAFFIC.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING WESTWARD AND SOUTHWARD.

STATIONS.	Wheat. Bushels.	Other grain. Bushels.	Flour. Bbls.	Other products. Tons.	Lumber. 1,000 feet.	Other products of the forest. Tons.	Mds. and miscellaneous freight. Tons.
Minneapolis.....	165,643 ¹ / ₂	39,941.32	940,920 ¹ / ₂	499,880 ⁰ / ₁₀₀	40,252 ⁷ / ₁₀₀	961 ⁸ / ₁₀₀	16,490 ⁴ / ₁₀₀
St. Paul.....	2,025	1,323.62	6,460 ³ / ₁₀₀	165 ¹ / ₁₀₀	2,102 ¹ / ₁₀₀	517	6,502 ⁹ / ₁₀₀
Minn. Transfer.....	414,482 ³ / ₁₀₀	15,115.56	56,305 ³ / ₁₀₀	2,881 ⁸ / ₁₀₀	3,946 ³ / ₁₀₀	1,310 ⁷ / ₁₀₀	6,299 ¹ / ₁₀₀
E. Minneapolis.....	.....	1,203.76	125	34	29,724 ¹ / ₁₀₀	13,065 ¹ / ₁₀₀	418 ³ / ₁₀₀
Hopkins.....	.....	.....	8,628 ³ / ₁₀₀	36	.....	.....	3,104 ¹ / ₁₀₀
Eden Prairie.....	.....	.....	.....	.....	.....	.....	1 ⁰ / ₁₀₀
Chaska.....	5,396 ³ / ₁₀₀	.....	.....	20	8 ⁵ / ₁₀₀	12	1,190 ⁸ / ₁₀₀
Carver.....	.....	1,000.00	.....	18	.....	.....	84 ¹ / ₁₀₀
Merriam Junction.....	1,250	9,835.60	.....	95 ⁶ / ₁₀₀	139 ⁴ / ₁₀₀	161 ³ / ₁₀₀	305 ⁷ / ₁₀₀
Jordan.....	.....	.....	92,626 ¹ / ₁₀₀	731 ⁷ / ₁₀₀	.....	12	1,143 ¹ / ₁₀₀
Helena.....	519 ⁶ / ₁₀₀	.....	.....	.....	.....	.....	.....
New Prague.....	.....	.....	34,807 ⁷ / ₁₀₀	84 ¹ / ₁₀₀	.....	60	29 ² / ₁₀₀
Montgomery.....	.....	.....	2,480	141	56	3,056 ¹ / ₁₀₀	39 ¹ / ₁₀₀
Kilkenny.....	.....	.....	.....	.....	24	5,657 ¹ / ₁₀₀	9 ¹ / ₁₀₀
Waterville.....	.....	.....	100	20	74 ³ / ₁₀₀	1,920	130 ³ / ₁₀₀
Waseca.....	12,766 ⁴ / ₁₀₀	.....	18,809 ¹ / ₁₀₀	860	700	.....	392 ¹ / ₁₀₀
New Richland.....	.....	960.71	27,350 ¹ / ₁₀₀	245 ³ / ₁₀₀	33 ¹ / ₁₀₀	.....	167 ¹ / ₁₀₀
Hartland.....	44,753 ³ / ₁₀₀	.....	.....	262	.....	.....	61 ¹ / ₁₀₀
Albert Lea.....	.....	.....	.....	143 ³ / ₁₀₀	15 ¹ / ₁₀₀	264	539 ¹ / ₁₀₀
Twin Lakes.....	13,253 ³ / ₁₀₀	.....	20	1 ⁰ / ₁₀₀	.....	.....	3 ¹ / ₁₀₀
Norman.....	400	.....	.....	2 ¹ / ₁₀₀	.....	.....	4 ¹ / ₁₀₀
Lake Mills.....	.....	.....	275	96	.....	.....	107 ¹ / ₁₀₀
Lelands.....	1,236 ⁴ / ₁₀₀	.....	.....	800	.....	.....	33 ¹ / ₁₀₀
Forest City.....	789 ⁴ / ₁₀₀	214.29	.....	550 ¹ / ₁₀₀	.....	.....	207 ¹ / ₁₀₀
Batt.....	.....	428.57	.....	282 ¹ / ₁₀₀	103 ¹ / ₁₀₀	76 ⁴ / ₁₀₀	.....

STATISTICS OF TRAFFIC—CONTINUED.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING WESTWARD AND SOUTHWARD.

STATIONS.	Wheat. Bushels.	Other grain. Bushels.	Flour. Bbls.	Other products. Tons.	Lumber. 1,000 feet.	Other products of the forest. Tons.	Mds. and miscellaneous freight. Tons.
Corwith.....	1,791½	368.21	.....	272,74½	40%	.....	13,634
Livermore.....	.....	.....	.....	40	.....	.....	26,500
Livernore.....	.....	.....	.....	106	.....	.....	135,700
Humboldt.....	.....	1,285.71	230½	110,880	8,676	.....	275,100
Badger.....	608	.....	.....	21,000	.....	.....	20,300
Fort Dodge.....	.....	.....	100½	234,100	42	.....	498,612
Kalo.....	.....	.....	374½	.....	21,000	.....	147,100
Otho.....	.....	.....	10	47,000	.....	.....	33,180
Burnside.....	.....	10,205.00	.....	82	.....	.....	10,000
Dayton.....	.....	.....	.....	232,885	.....	.....	68,100
Pilot Mound.....	.....	20,580.80	.....	386,300	376	12	36,330
Ogden.....	.....	.....	264½	188,288	.....	.....	337,100
Minnetonka.....	.....	.....	5,278½	179,000	.....	.....	5,000
Excelsior.....	.....	.....	.....	.....	.....	12	15,280
Waconia.....	916½	.....	.....	.....	.....	48	4,000
Young America.....	.....	.....	300½	4,000	.....	.....	90,000
Hamburg.....	.....	.....	.....	.....	16	804	21,320
Green Isle.....	.....	.....	.....	.....	82,167	3,241,750	4,000
Arlington.....	.....	.....	.....	.....	.....	84	17,000
Gaylord.....	1,500	.....	.....	.....	.....	.....	2,000
Winthrop.....	.....	.....	.....	.....	.....	.....	3,000
Gibbon.....	1,890	.....	.....	.....	.....	.....	700
Fairfax.....	2,188½	.....	.....	.....	.....	.....	2,000
Franklin.....	4,117	.....	.....	.....	.....	.....	1,000
Morristown.....	.....	.....	12,371	.....	.....	225,100	18,497
							18,000

STATISTICS OF TRAFFIC—CONCLUDED.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING WESTWARD AND SOUTHWARD.

STATIONS.	Wheat. Bushels.	Other grain. Bushels.	Flour. Bbbs.	Other products. Tons.	Lumber. 1,000 feet.	Other products of the forest. Tons.	Mds. and miscellaneous freight. Tons.
Faribault.....	14,398 $\frac{1}{2}$	428.57	78,475 $\frac{1}{2}$	1,184 $\frac{44}{100}$	8	12	630 $\frac{40}{100}$
Dundas.....	9,745		14,767 $\frac{7}{10}$				18 $\frac{75}{100}$
Northfield.....		106.25	11,803 $\frac{1}{10}$	74		50 $\frac{10}{100}$	112 $\frac{20}{100}$
Cannon Falls.....	15,644 $\frac{7}{10}$	29,050.00	30,335 $\frac{3}{10}$	31 $\frac{10}{100}$			37 $\frac{70}{100}$
Red Wing.....	5,841	123,163.44	24,569 $\frac{2}{10}$	92 $\frac{7}{10}$	932 $\frac{7}{100}$		1,688 $\frac{1}{100}$
St. P. & Duluth R. R.....					1,116 $\frac{88}{100}$		130 $\frac{75}{100}$
C. & N. W. Ry.....					10 $\frac{70}{100}$		606 $\frac{70}{100}$
B., C. R. & N. Ry.....							29 $\frac{75}{100}$
C., R. I. & P. Ry.....				21 $\frac{42}{100}$	9 $\frac{88}{100}$		716 $\frac{40}{100}$
C., B. & Q. R. R.....					24 $\frac{70}{100}$		300 $\frac{70}{100}$
C., M. & St. P. Ry.....						67 $\frac{23}{100}$	1,095 $\frac{42}{100}$
Ill. Central Ry.....							16 $\frac{38}{100}$
Total of each class.....	728,264 $\frac{1}{10}$	255,211.41	1,414,949 $\frac{1}{10}$		79,132 $\frac{44}{100}$		
Total of each class in tons.....	2,347 $\frac{275}{100}$	5,340 $\frac{30}{100}$	141,494 $\frac{275}{100}$	10,438 $\frac{840}{100}$	118,698 $\frac{44}{100}$	31,629 $\frac{497}{100}$	44,692 $\frac{18}{100}$

BUSINESS AND RECEIPTS.

STATIONS.	PASSENGERS.		STATIONS.	PASSENGERS.	
	No. from	Revenue.		No. from	Revenue.
Minneapolis.....	92,794	\$100,309.13	Orto.....	663	\$517.20
St. Paul.....	13,659	24,242.57	Burnside.....	2,096	1,342.93
Hopkins.....	2,146	852.25	Dayton.....	3,330	2,759.45
Eden Prairie.....	1,480	823.95	Pilot Mound.....	2,215	1,312.95
Chaska.....	5,283	4,550.24	Ogden.....	5,299	4,433.37
Carver.....	3,321	2,270.69	Angus.....	5,348	9,427.76
Merriam Junction.....	1,232	863.43	Minnetonka.....	2,760	1,010.95
Jordan.....	4,295	3,395.93	Excelsior.....	6,628	3,387.90
Helena.....	95	60.75	Lake Park.....	1,386	522.39
New Prague.....	4,331	3,480.55	Victoria.....	303	175.30
Montgomery.....	4,399	3,331.50	Waconia.....	2,224	1,883.20
Kilkenny.....	2,451	1,861.49	Y. America.....	1,582	1,288.20
Waterville.....	6,423	5,314.51	Norwood.....	439	317.30
Waseca.....	8,598	10,870.32	Hamburg.....	771	333.96
N. Richland.....	3,872	2,944.15	Green Isle.....	1,031	894.95
Hartland.....	2,066	1,291.85	Arlington.....	1,950	1,758.55
Manchester.....	1,090	449.70	Gaylord.....	1,260	1,349.70
Albert Lea.....	41,218	90,392.29	Winthrop.....	909	1,383.55
Twin Lakes.....	1,021	508.07	Gibbon.....	576	752.95
Norman.....	1,168	711.40	Fairfax.....	592	884.10
Lake Mills.....	2,324	2,162.43	Franklin.....	577	1,128.30
Leland's.....	3,272	208.80	Morton.....	759	1,910.15
Forest City.....	3,026	3,492.28	Morristown.....	3,136	1,121.75
Britt.....	3,065	3,555.19	Warsaw.....	666	191.70
Corwith.....	816	726.15	Fairbault.....	4,570	2,914.54
Luverne.....	1,718	1,447.92	Dundas.....	1,454	419.50
Livermore.....	2,961	2,545.62	Northfield.....	3,272	1,904.60
Humboldt.....	5,255	4,842.32	Cannon Falls.....	3,495	2,590.79
Badger.....	2,031	651.70	Red Wing.....	2,610	2,685.97
Fort Dodge.....	10,972	12,690.69			
Kato.....	2,567	1,196.36	Totals.....	297,850	\$342,758.19

EARNINGS DURING THE YEAR ENDING JUNE 30, 1884.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

MONTH.	Freight.	Passengers.	Mails.	Express.	Miscellan's.	Totals.
July, 1883.....	\$75,661 23	\$36,871 31	\$3,376 43	\$2,317 20	\$580 09	\$118,806 26
August, ".....	82,423 16	36,685 74	2,682 19	2,405 86	659 20	124,856 15
September, ".....	100,259 36	30,308 28	2,195 81	2,211 86	2,051 96	137,027 27
October, ".....	119,163 14	30,506 13	2,682 19	2,403 63	4,554 45	159,309 54
November, ".....	137,163 80	30,186 19	2,682 18	2,314 42	3,706 13	176,052 72
December, ".....	117,459 08	25,393 25	2,629 53	2,585 97	1,734 24	149,802 11
January, 1884.....	106,044 96	17,979 42	2,682 18	2,694 09	2,027 79	133,428 44
February, ".....	73,067 20	16,480 68	2,682 18	2,492 06	1,768 99	96,491 11
March, ".....	111,429 02	24,655 13	2,682 18	2,587 04	2,664 30	144,017 67
April, ".....	112,036 28	31,981 28	2,390 09	2,576 82	2,316 05	151,300 52
May, ".....	115,463 56	30,210 28	2,682 19	2,681 28	2,909 72	153,947 03
June, ".....	111,395 44	31,500 50	2,681 -01	2,482 17	2,956 70	151,015 82
Totals.....	\$1,253,566 23	\$342,758 19	\$32,048 16	\$29,752 40	\$27,929 66	\$1,696,054 64

Total earnings for year, entire line..... \$1,696,054 64

Total passenger earnings in Minnesota.....

Total freight earnings in Minnesota..... \$338,703 75

Total miscellaneous earnings in Minnesota..... 987,186 10

Total earnings in Minnesota..... 27,774 16

Total earnings in Minnesota..... \$1,353,664 01

What per cent is the earnings of the entire line?..... 79.81 per cent.

Of the earnings of the entire line, what is the ratio of the passenger to the freight?..... as 2485 to 7515

Average gross earnings per mile (420 miles) of track, exclusive of sidings..... 4,038 22.5

Average gross earnings per train mile, 1,249,408 miles..... 1.11

Average net earnings per mile (420 miles) of track, exclusive of sidings..... \$1,069.29

Average net earnings per train mile..... .38

EXPENSES DURING THE YEAR ENDING JUNE 30TH, 1884.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way.....		\$284,697.31	
Maintenance of buildings.....		20,602.42	
Maintenance of rolling stock—			
Locomotives.....	\$76,201.91		
Passenger, baggage, mail and express cars.....	26,330.82		
Freight cars.....	84,479.22	187,011.95	
Conducting transportation—			
Motive power and care.....	277,501.55		
Train employes.....	129,813.34		
Agents and station labor.....	134,985.65		
Other expenses conducting transportation.....	36,577.96	578,878.50	
General expenses—			
Salaries of officers.....	}	54,852.23	
Office and clerical expenses..			
Legal expenses.....		13,188.58	
Other general expenses, incl'g taxes, \$50,568.69		107,720.92	175,761.73
<hr/>			
Total operating expenses, entire line, being .7353 per cent of earnings.....		\$1,246,951.91	
Total operating expenses in Minnesota.....		956,175.09	
Average operating expenses per mile (420 miles) of track, exclusive of sidings.....		3,025.428	
Average operating expenses per train mile.....		.998	
Excess of earnings over operating expenses.....		449,102.73	

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year.....	\$150,464.13	
Additional equipment during the year.....	3,964.99	
Additional real estate bought during the year. In Construction.		
Taxes—State, county and national, in Expenses—Iowa,		
\$13,215.48; Minnesota, \$39,353.21.....	\$52,568.69	
For interest on bonds and floating debt.....	} 4,285.00	481,725.00
Dividends—on preferred stock.....		
Dividends—on common stock.....		None.

Total payments in addition to operating expenses.....\$636,154.12
 What part of your company indebtedness is occasioned by constructing or purchasing branches or separate lines of road, within or without the State? All.

GENERAL BALANCE SHEET, 1ST JULY, 1884.

ASSETS.	AMOUNT.	LIABILITIES.	AMOUNT.
Construction	\$18,137,422.33	Capital stock.....	\$9,754,100.00
Material	62,357.85	Funded debt.....	7,318,000.00
Due from agents and companies.....	146,063.75	Bills payable.....	1,220,371.00
Interest on bonds....	238,720.00	Vouchers and accts.	504,835.98
Cash.....	17,780.06		
Income account.....	194,962.99		
			\$18,797,306.98
	\$18,797,306.98		

GENERAL BALANCE SHEET 1st JULY, 1884—CONCLUDED.

- What is your estimate of the cost to you for the transportation of each passenger per mile? } We have no statistics of cost
 What is your estimate of the cost to you per ton } and cannot estimate it.
 per mile for the transportation of freight? }
- What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? Stop 400 feet from crossing; yes.
- What regulations govern your employes in regard to crossing public highways, and are these regulations found to be sufficient? Whistle and ring the engine bell, generally.
- What platform and coupler between passenger cars do you use? Miller platform and buffer.
- What kind of brakes do you use on passenger trains? Westinghouse.

UNITED STATES MAIL.

- What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$92.34 per mile; daily service.

EXPRESS COMPANIES.

- What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? American: \$90 per day for main line and Pacific division, \$15 per day for Cannon Valley division; freight and money order. United States: \$10.50 per day from Minneapolis to Albert Lea; freight. Freight is delivered in car at depot.

TRANSPORTATION COMPANIES.

- What freight and transportation companies run on your road, and what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation? If so, in what particular? Empire line; percentage of revenue; both companies furnish cars; no preference given.

ADDITIONAL QUESTIONS.

- Date of original charter of the road and that of any road consolidated with it, and the names of the companies. Original charter March 3, 1853, to Minnesota Western R. R., which was amended at various times till, in May, 1870, the name was changed to Minneapolis & St. Louis Railway.
- Minnesota & Iowa Southern Railway Co. } Cannot give date of their charters.
 Fort Dodge & Fort Ridgeley R. R. }
- Date of foreclosure and sale, under which road and each branch is now held, and terms and amount of each sale. None.
- Rates and dates of all cash dividends on stock of original and consolidated companies so far as known. None.
- Date when main line [giving termini and length] was put in operation. Minneapolis to Albert Lea—108 miles—November, 1877.
- Date of the commencement of operating of each branch line, giving termini and length.
- Fort Dodge to Angus, 50 miles, January, 1882.
- Hopkins to Winthrop, 62 miles, February, 1882, completed to Morton, 30 miles, November, 1882.
- Roads operated under lease (whether temporary or permanent), giving name, termini, length, address of lessors and terms of lease.
- Cannon Valley Division, Waterville to Red Wing, 65 miles, January, 1883.
- What running arrangements have you with other railroad companies, setting forth the contracts for the same? None.

ACCIDENTS.

1883.

STATEMENT OF EACH ACCIDENT.

- July 14. John Berger, Minneapolis, killed, getting on train.
 July 16. Jas. Peoples, employe, Minneapolis, killed, coupling cars.
 July 16. Wm. Richling, employe, Merriam Junction, injured, struck by weight of coal chute.
 July 16. Thos. Mackin, employe, Minneapolis, injured, coupling cars.
 July 21. T. W. Sweeney, employe, Red Wing, injured, ran into washout.
 Dec. 24. T. H. Rinearson, employe, Red Wing, injured, coupling.
 July 22. M. Stanley, Jordan, employe, killed, getting on train.
 Aug. 22. H. B. White, employe, Merriam Junction, injured, fell from car.
 Sept. 1. John McCabe, employe, Merriam Junction, killed, coupling cars.
 Oct. 17. D. Campbell, employe, Minneapolis, killed, switching.
 Sept. 28. M. J. Maloney, employe, Chaska Hill, killed, rear collision.
 Oct. 4. W. N. Griffin, employe, N. Prague, injured, unloading freight.
 Oct. 30. P. V. Harmon, employe, Waseca, injured, coupling.
 Sept. 22. G. Bigelow, employe, Palmer, injured, coupling.
 Sept. 7. L. Dobb, employe, Manchester, injured, unloading steel.
 Oct. 9. O. O. Brown, Waseca, killed, rear collision.
 Oct. 23. B. G. Clement, employe, Merriam Junction, injured, coupling.
 Oct. 20. Wm. Jackson, employe, Minneapolis, injured, coupling.
 Oct. 10. J. H. Thompson, employe, Faribault, injured, coupling.
 Nov. 1. R. Howie, employe, N. Prague, injured, coupling cars.
 Oct. 23. Ole Johnson, Manchester, killed, drunk, lying on track.
 Sept. 28. P. McAuliff, Chaska Hill, killed, rear collision — did not get off train when ordered by conductor.
 Sept. 28. W. H. Snow, employe, Chaska Hill, killed, rear collision.
 Sept. 28. J. H. McKann, employe, Chaska Hill, killed, rear collision.
 Nov. 11. John Conners, employe, Minneapolis, injured, switching.
 Oct. 31. John Shuts, employe, Albert Lea, injured, coupling.
 Dec. 22. J. J. McDonald, employe, Albert Lea, injured, coupling.
 Dec. 21. P. F. Ryan, employe, N. Prague, injured, fell from cars.
 Dec. 15. Ole Serland, employe, Minneapolis, killed, at work on track.
 Dec. 13. C. D. Fowle, employe, Montgomery, killed, train broke in two and collided with engine returning.
 Dec. 20. V. P. Rand, employe, Minneapolis, injured, coupling.
 Dec. 15. J. Bowen, employe, N. Prague, injured, coupling.

1884.

- Jan. 18. Geo. Thompson, employe, Minneapolis shops, injured, piece of rivet flew into his eye.
 Jan. 21. Jas. P. Flynn, employe, Minneapolis, killed, coupling cars.
 Feb. 4. C. H. Peterson, employe, Minneapolis, injured, switching.
 Feb. 12. A. Giles, employe, Dundas, injured, getting off train.
 Feb. 12. T. Calnon, employe, Merriam Junction, injured, coupling.
 Mar. 8. J. Colvin, employe, N. Prague, injured, coupling.
 Mar. 11. L. K. Thayer, employe, Minneapolis, injured, struck by bridge.
 Mar. 14. Wm. William, employe, Minneapolis, killed, struck by bridge.
 Mar. 23. J. S. Courtright, employe, Cannon Falls, injured, train ran into washout.
 Mar. 23. Wm. Watson, employe, Cannon Falls, injured, train ran into washout.
 Mar. 23. F. Hraska, employe, Cannon Falls, injured, train ran into washout.
 Mar. 23. Wm. Poalson, employe, Cannon Falls, injured, train ran into washout.
 Mar. 23. P. Egan, employe, Cannon Falls, injured, train ran into washout.
 Mar. 23. Ole Larson, employe, Cannon Falls, injured, train ran into washout.
 Mar. 23. F. Schlitz, employe, Cannon Falls, injured, train ran into washout.
 Mar. 23. C. Landburg, employe, Cannon Falls, injured, train ran into washout.
 Apl. 26. F. Huff, employe, Albert Lea, injured, coupling.
 Apl. 17. H. McKeague, employe, Minneapolis, injured, coupling.
 Apl. 10. A. Anderson, employe, Minneapolis, injured, caught finger in saw.
 Apl. 10. J. Stewart, Eden Prairie, killed, walking on track.
 May 23. S. C. Echland, Manchester, killed, walking on track.
 May 24. A. J. Dougherty, employe, Minneapolis, killed, switching.
 June 4. C. Maynes, employe, N. Richland, injured, coupling.

TRAIN ACCIDENTS IN MINNESOTA.

For year embraced in this report. Whether attended by injury to person or not; give date of accident; if passenger or freight train; nature and cause; particulars and extent of injury to train; number of persons killed and number injured.

Sept. 8, 1883.—Rear end collision between two freight trains near Chaska, caused by head train breaking in two on the hill and rear part running back into following train. Two cars were totally destroyed and nine more or less damaged. The engine of the following train was badly damaged. The cause of the train breaking in two was a draw bar pulling out of a St. P., M. & M. coal car. The engineer, fireman and head brakeman of the rear or following train and a stockman on the head train were killed. Criminal neglect on the part of the conductor and rear brakeman of the head train, who were riding in their caboose, was the cause of the deaths, as they should have stopped the detached portion and flagged the train following.

Oct. 9, 1883.—Rear end collision at Wauaseca between two freight trains. Very little damage to property. One stockman killed by standing on rear end of caboose on head train. Caused by hind train coming into station too fast during fog. Engineer to blame, but county attorney exonerated him.

Dec. 8, 1883.—Head end collision three-quarter mile south of Cedar Lake between two freight trains. No one injured or killed. Nine cars more or less damaged, and both engines badly damaged. Caused by one of the conductors failing to check the register properly for trains that had the right of way over him.

Dec. 13, 1883.—Hind end collision near New Prague. Head engine and one car damaged slightly. Conductor of head train was injured so badly that he died in a few hours. Cause of accident: The conductor who was killed left Montgomery too close ahead of a passenger train. His train broke in two, and he and the engineer took the head portion to New Prague and started back at a reckless speed with their engine for the detached portion, without knowing where it was. The passenger train came along and ran into the detached portion and put one car of it in motion down grade and it met and struck the engine returning. The conductor was caught between the engine and tender when it buckled after colliding with the car. The engine of the head train was damaged slightly and three freight cars damaged badly. The conductor who was killed and his engineer were solely to blame.

Jan. 22, 1884.—Rear collision between two freight trains at Waterville. No person injured. Nine freight cars and one caboose car on head train and engine on the hind train were more or less damaged. Cause of accident: The rear train coming into station at too high a rate of speed.

March 19, 1884.—Collision on railway crossing at Dundas, Minn., between an M. & St. L. and a C., M. & St. P. engine. C., M. & St. P. brakeman on their engine lost one limb—both engines quite badly damaged. Cause of accident: Both engines failed to stop for crossing in due time (it is claimed on account of a heavy snow storm), although more than ordinary effort was made to stop.

March 23, 1884.—Work train going to a wash-out; after the engine had passed over a culvert two miles west of Cannon Falls that had washed by heavy rise of water and left a frozen surface of earth, the culvert went down, carrying the caboose car, two tool cars and engine tender, damaging them slightly. Eleven workmen and train men were in the caboose, and were more or less injured. All have now recovered entirely, so far as known, except one laborer, who still feels the effect of a scalp wound.

March 26, 1884.—M. & St. L. mixed train, standing on a railroad crossing at Norwood, letting passengers off, was run into by a C., M. & St. P. freight train failing to stop for the crossing. No person injured. Five freight cars more or less damaged.

May 4, 1884.—Head end collision between two freight trains, one and one-half miles north of Waterville. No person hurt. Four cars and both engines badly damaged. Cause of accident: Conductor and engineer of south-bound train culpably neglecting their orders.

STATE OF MINNESOTA, }
COUNTY OF HENNEPIN. } ss.

W. H. Truesdale, Vice President, and F. W. Partridge, Auditor of the Minneapolis & St. Louis Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company on the first day of July, A. D. 1884, to the best of their knowledge and belief.

Signed,

W. H. TRUESDALE,
Vice President.

F. W. PARTRIDGE.

Subscribed and sworn to before me at Minneapolis this first day of December, A. D. 1884.

[SEAL.]

A. M. ALLEN,
Notary Public,
Hennepin Co., Minn.

REPORT

OF THE

MINNEAPOLIS EASTERN RAILWAY COMPANY,

FOR THE YEAR ENDING 30TH OF JUNE, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
J. S. Pillsbury.....President	.....Minneapolis, Minn.
C. H. Prior.....Secretary	.....Minneapolis, Minn.
C. H. Prior.....Treasurer	.....Minneapolis, Minn.
H. A. Gray.....Auditor	.....St. Paul, Minn.

General offices of the company.....Minneapolis, Minn.
 General office in this State.....Minneapolis, Minn.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
J. S. Pillsbury	Minneapolis.	S. S. Merrill.....	Milwaukee.
C. H. Prior	Minneapolis.	P. M. Meyers.....	Milwaukee.
J. A. Chandler.....	St. Paul.	.....	.....
E. W. Winter.....	St. Paul.	.....	.....
J. M. Whitman	St. Paul.	.....	.....
J. H. Hiland.....	St. Paul.	.....	.....
T. J. Clark,.....	St. Paul.	.....	.....

J. M. Whitman, } Executive Committee.
 C. H. Prior. }

Name and address of person to whom correspondence, concerning this report, should be directed. H. A. Gray, Auditor, St. Paul, Minn.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized.....	\$1,000,000.00
COMMON STOCK ISSUED.	
Stock issued for account of construction.....	30,000.00
Total common stock.....	\$30,000.00
Proportion of stock for Minnesota.....	30,000.00

DEBTS, ETC.

BONDED DEBT.

First mortgage bonds, due Jan. 1, 1909, rate of interest 7 per cent	\$150,000.00
Total bonded debt.....	\$150,000.00

FLOATING DEBT.

Amount of debt not secured by mortgage	\$50,593.06
Proportion of debt, bonded and floating, for Minnesota.....	200,593.06
Total amount of paid up stock and debt	230,593.06
Amount of stock and debt per mile of road (3.2 miles).....	72,060.33

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way, entire line.....	\$83,395.58
Cost of right of way in Minnesota.....	\$83,395.58
Cost of construction, entire line.....	242,869.58
Cost of construction in Minnesota.....	\$242,869.58
Cost of present equipment (applying to 1.5 miles of road)	6,154.77
Total cost of construction and equipment.....	\$249,024.35
Average cost of road per mile (3.2 miles).....	\$75,896.74
Average cost of equipment per mile (1.5 miles).....	4,103.18
Is your construction account closed? No.	

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD, ETC.	MILES.	
	Entire Length.	Length in Minnesota.
Length of main line of road, all in Minneapolis	1.5	1.5
Length of three tracks on main line, .25 miles		
BRANCHES.		
At East Minneapolis (not operated by this company).....	1.7	1.7
Total length of main line and branches.....	3.2	3.2
Aggregate length of sidings and other track not above...	.8	.8
Number of miles iron rail.....	.9	.9
Number of miles steel rail.....	3.1	3.1
Aggregate length of tracks operated by this company computed as single track.....	4.0	4.0

Gauge of road, 4 feet 8½ inches.

BRIDGES AND TRESTLES.

Number of iron bridges, one (1), aggregate length 300 feet.
 Number of wooden trestles, two (2), aggregate length 1,300 feet.

CHARACTERISTICS OF ROAD—CONCLUDED.

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality?
 Railway Transfer Company of Minneapolis, Minneapolis.

EQUIPMENT.

Number of locomotives of more than 20 tons weight, exclusive of tender, one.

Number of hand and other cars..... One.

The above equipment applies to 1.5 miles of road.

Total cost of above equipment.....\$6,154.77

Average cost of equipment per mile of road operated..... 4,103.18

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

Number of miles run by freight and mixed trains during the year ending

June 30, 1884..... 31,590

Mileage of empty freight cars..... 17,865

SPEED OF TRAINS.

Schedule rate of same, including stops, six miles per hour.

TARIFFS.

	Cents.
Average rate per mile per ton (of 2,000 lbs.) for through freight.....	10.04
Average rate per mile per ton (of 2,000 lbs.) for local freight.....	10.04

CHARACTER OF SERVICE.

Clerks in all offices.....	1
Yard master.....	1
Engineers.....	3
Brakemen.....	5
Flagmen, switch tenders, gate keepers and watchmen.....	1
Section men.....	3
Other employes.....	2

TONNAGE.

	Tons.
Grain.....	120,315
Agricultural products except grain.....	1,118
Flour and meal.....	154,570
Provisions.....	52
Manufactures.....	8,775
Animals.....	585
Lumber.....	34,047
Other forest products.....	5,239
Iron, lead and mineral products.....	1,885
Stone, brick, lime, cement, sand, etc.....	6,227
Coal.....	9,568
Merchandise and other articles.....	1,248
Total.....	343,629

DOINGS OF THE YEAR IN TRANSPORTATION—CONCLUDED.

FUEL CONSUMED.

Cords of wood consumed..... 40
 Tons of coal consumed (anthracite, 489 ; bituminous, 123)..... 612

FREIGHT HAULED.

Average amount of freight hauled per car..... 13 Tons.

EARNINGS DURING THE YEAR ENDING JUNE 30TH, 1884.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

MONTHS.	PASSENGERS.	TOTALS.
July, 1883.....	\$2,371.00	\$2,371.00
August, 1883.....	2,812.00	2,812.00
September, 1883.....	2,250.00	2,250.00
October, 1883.....	5,005.00	5,005.00
November, 1883.....	3,570.00	3,570.00
December, 1883.....	2,778.50	2,778.50
January, 1884.....	2,162.00	2,162.00
February, 1884.....	1,948.00	1,948.00
March, 1884.....	2,928.50	2,928.50
April, 1884.....	2,722.50	2,722.50
May, 1884.....	3,320.00	3,220.00
June, 1884.....	2,652.00	2,652.00
Totals.....	\$34,519.50	\$34,519.50

Total tariff earnings for the year ending 30th of June 1884..... \$34,519.50
 Total earnings for the year—entire line..... 34,519.50

Total freight earnings in Minnesota \$34,516.50
 Total earnings in Minnesota..... 34,519.50

What per cent is the earnings in Minnesota of the earnings of the entire line..... 100 per cent.

Average gross earnings per mile [1.5 miles] of track, exclusive of sidings..... \$23,013.00

Average gross earnings per train mile..... 1.09

Average net earnings per mile [1.5 miles] of track, exclusive of sidings 9,528.13

Average net earnings per train mile..... 45

EXPENSES DURING THE YEAR ENDING JUNE 30TH, 1884.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way.....	\$2,095.81	
Maintenance of buildings.....	84.54	
Locomotives.....	\$484.17	484.17
Conducting transportation—		
Motive power and care.....	8,869.36	
Train employes.....	5,351.20	
Other expenses conducting transportation (damages to cars and freight).....	482.42	14,702.98
General expenses—		
Salaries of officers.....	2,177.50	
Office and clerical expenses.....	586.51	
Other general expenses.....	95.80	2,859.81
Total operating expenses, entire line, being 58.59 per cent of earnings.....		20,227.31
Total operating expenses in Minnesota.....		20,227.31
Average operating expenses per mile (1.5 miles) of track, exclusive of sidings.....		13,484.87
Average operating expenses per train mile.....		.64
Excess of earnings over operating expenses.....		14,292.19

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year.....	\$13,733.00
For interest on bonds.....	10,500.00
Total payments in addition to operating expenses.....	\$24,233.00

GENERAL BALANCE SHEET, 1st JULY, 1883.

ASSETS.		LIABILITIES.	
Cost of road and equipment.....	\$249,024.35	Capital stock.....	\$30,000.00
Cash on hand.....	1,797.98	Bonded debt.....	150,000.00
Fuel and material on hand.....	812.86	Interest accrued.....	57,750.00
Due from individuals and corporations.....	9,883.00	Accounts payable.....	2,027.00
Income account (loss in operating).....	28,851.87	Due C. M. & St. P. Ry. Co.....	25,296.53
		Due C., St. P., M. & O. Ry. Co.....	25,296.53
	\$290,370.06		\$290,370.06

What is your estimate of the cost to you per ton per mile for the transportation of freight..... 5.88 cents.

ADDITIONAL QUESTIONS.

Date when main line [giving termini and length] was put in operation.
June 1, 1879. 1.5 miles.

STATE OF MINNESOTA, }
COUNTY OF HENNEPIN, } ss.

J. S. Pillsbury, president of the Minneapolis Eastern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1884, to the best of his knowledge and belief.

Signed,

[SEAL OF R. R.]

J. S. PILLSBURY.

Subscribed and sworn to before me at Minneapolis this twenty-eighth day of August, A. D. 1884.

[SEAL.]

L. P. HUBBARD,
Notary Public,
Hennepin County.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY, } ss.

H. A. Gray, auditor of the Minneapolis Eastern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1884, to the best of his knowledge and belief.

Signed,

[SEAL OF R. R.]

H. A. GRAY.

Subscribed and sworn to before me at St. Paul this first day of September, A. D. 1884.

[SEAL.]

G. A. HAMILTON,
Notary Public.

REPORT

OF THE

MINNEAPOLIS, LYNDAL & MINNETONKA RAILWAY CO.

FOR THE YEAR ENDING JULY 31, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
Wm. McCrory..... President	.....Minneapolis, Minn.
R. Brinkerhoff..... Vice President	.....Mansfield, Ohio.
T. J. Janney..... Secretary	.....Minneapolis, Minn.
Judson N. Cross..... Solicitor	.....Minneapolis, Minn.
S. E. Neiler..... Treasurer	.....Minneapolis, Minn.
Wm. McCrory..... General Manager	.....Minneapolis, Minn.
Geo. W. Cooley..... Chief Engineer	.....Minneapolis, Minn.
R. S. Innes..... General Ticket Agent	.....Minneapolis, Minn.
T. J. Janney..... Auditor	.....Minneapolis, Minn.

General Offices of the Company.....Minneapolis, Minn.
 General Office in this State.....Minneapolis, Minn.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Wm. McCrory.....	..Minneapolis.	Robert S. Innes.....	...Minneapolis.
Judson N. Cross.....	..Minneapolis.	R. Brinkerhoff.....	.....Mansfield.
Thomas J. Janney.....	..Minneapolis.	.....	.....

Date of annual election of directors, first Tuesday in August.

Name and address of person to whom correspondence, concerning this report should be directed. Wm. McCrory, President.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized.....\$1,000,000.00

COMMON STOCK ISSUED.

Stock issued for account of construction..... 310,000.00

Total common stock..... \$310,000.00

Proportion of stock for Minnesota..... All.

DEBTS, ETC.

BONDED DEBT.

First mortgage bonds, due 1911, rate of interest 6 per cent	\$220,000.00
Total bonded debt.....	\$220,000.00

FLOATING DEBT.

Amount of debt not secured by mortgage.....	\$130,000.00
Proportion of debt, bonded and floating, for Minnesota.....	All.
Total amount of paid up stock and debt.....	660,000.00
Amount of stock and debt per mile of road.....	33,000.00

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way and fencing, entire line.....	\$14,030.93
Cost of right of way in Minnesota.....	All.
Cost of construction, entire line.....	558,478.92
Cost of construction in Minnesota.....	All.
Cost of present equipment (applying to 20 miles of road).....	63,730.62
Cost of all fixtures and conveniences for business of the road*.....	31,195.06
Total cost of construction and equipment.....	\$667,435.53
Is your construction account closed? No.	

*Includes steamboat, bath houses, docks, telegraph line, machinery, tools, etc.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD, ETC.	MILES.	
	Entire Length.	Length in Minnesota.
Length of main line of road from Minneapolis to Excelsior.....	20	All
Total length of main line and branches.....	20	All
Aggregate length of sidings and other track not above...	4	All
Number of miles iron rail.....	16	All
Number miles steel rails.....	4	All

Gauge of road, three feet.

BRIDGES AND TRESTLES.

Pile bridges,—number of, four; aggregate length, 1,600 feet.

FENCING.

Number of miles of fencing on the road.....	7
The total cost of same.....	\$1,114.66
Average cost per rod.....	.50½

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality? C., M. & St. P. R'y, H. & D. Div. at Minneapolis, Minn.; C., M. & St. P. R'y, H. & D. Div. at Junction City, Minn.; M. & St. L. R'y at Junction City, Minn.; M. & St. L. R'y at Excelsior, Minn.

CHARACTERISTICS OF ROAD—CONCLUDED.

EQUIPMENT.

Number of locomotives of more than 20 tons weight, exclusive of tender....	1
Number of locomotives of more than ten tons weight, exclusive of tender...	4
Number of first-class passenger cars.....	17
Number of express and baggage cars.....	1
Number of box, freight and stock cars.....	1
Number of flat and coal cars.....	10
Number of hand and other cars.....	2
Number of other cars.....	10

The above equipment applies to 20 miles of road.

Total cost of above equipment.....	\$63,730 62
Average cost of equipment per mile of road operated	3,186 53

SPEED OF TRAINS.

The highest rate of speed allowed for express passenger trains, 20 miles per hour.

TARIFFS.

Average rate per mile for through passengers during the year.....1½ cents

CHARACTER OF SERVICE.

	No. Persons employed.
Division and assistant superintendents	None.
Clerks in all offices.....	2
Master and assistant mechanics.....	3
Conductors	5
Engineers.....	5
Brakemen.....	2
Flag men, switch tenders, gate keepers and watchmen.....	1
Section men	20
Other employes.....	15

PASSENGERS.

Number of passengers carried during the year ending July 31, 1884, 590,797

FUEL CONSUMED.

Cords of wood consumed.....	280
Tons of coal consumed.....	1,220

EARNINGS DURING THE YEAR ENDING JULY 31st, 1884.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

Totals earnings during the year.....	\$59,135.64
Total tariff earnings for the year ending 31st of July, 1884.....	\$58,985.64
Total earnings from other sources for the year ending 30th of June, 1884	150.00
Total earnings for year—entire line.....	\$59,135.64
Total passenger earnings in Minnesota. All.	
Total freight earnings in Minnesota. All.	
Total Miscellaneous earnings in Minnesota. All.	
What per cent is the earnings in Minnesota of the earnings of the entire line. All.	
Average gross earnings per mile of track, exclusive of sidings.....	\$2,956.78
Average net earnings per mile of track, exclusive of sidings.....	814.13

MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY. 231

EXPENSES DURING THE YEAR ENDING JULY 31, 1884.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way.....	\$2,454.84
Maintenance of buildings.....	52.99
Maintenance of rolling stock. Shop, tools and machinery.....	9,699.93
Conducting transportation.....	25,194.73
General expenses.....	5,450.55

Total operating expenses, entire line, being 72.40 per cent of earnings \$42,853.04

Total operating expenses in Minnesota. All.

Average operating expenses per mile [20 miles] of track, exclusive
of sidings..... 2,142.65

Excess of earnings over operating expenses..... 16,282.60

We overhauled all of our locomotives this year, and also relaid about four miles of track (two miles of it with new steel rails), which caused an expense of about \$12,000. This outlay has increased the expenses very largely.

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year.....	\$18,063.11
For interest on bonds.....	13,200.00
Interest.....	3,042.39

Total payments in addition to operating expenses..... \$34,305.50

What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? Two long whistles and come to a full stop. At a blind crossing we send a flagman ahead to see that the way is clear.

What regulations govern your employes in regard to crossings of public highways, and are these regulations found to be sufficient? Two long and two short whistles when within eighty rods of a road crossing.

What platform and coupler between passenger cars do you use? None.

What kind of brakes do you use on passenger trains? Eames' vacuum brake.

U. S. MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? None.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? None.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? None.

GENERAL REMARKS AND HISTORY OF YOUR COMPANY.

The Lyndale Railway was built to Lake Calhoun in 1879, and operated as a steam street railway.

In 1880, it was extended to Lake Harriet. In 1881, it was extended to Lake Minnetonka, and was completed and opened to Excelsior, July 20, 1882, as the Minneapolis, Lyndale & Minnetonka Railway.

STATE OF MINNESOTA, }
COUNTY OF HENNEPIN. } ss.

Wm. McCrory of Minneapolis, President of the Minneapolis, Lyndale & Minnetonka Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1884, to the best of his knowledge and belief.

{ SEAL }
{ OF R. R. }

(Signed)

WM. MCCRORY,
President.

Subscribed and sworn to before me, at Minneapolis, this 11th day of November, A. D. 1884.

[SEAL.]

JAMES W. GRIFFIN,
Notary Public, Minneapolis.

REPORT

OF THE

Minneapolis & St. Croix Railway Company,

FOR THE YEAR ENDING 30TH OF JUNE, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
J. K. Sidle.....President	.....Minneapolis, Minn.
Chas. J. Martin.....Vice President	.....Minneapolis, Minn.
M. P. Hawkins.....Secretary	.....Minneapolis, Minn.
Chas. A. Pillsbury.....Treasurer	.....Minneapolis, Minn.

General offices of the company..... Minneapolis, Minn.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
W. D. Washburn.....	..Minneapolis.	J. K. Sidle.....	...Minneapolis.
H. T. Welles.....	..Minneapolis.	Chas. A. Pillsbury...	...Minneapolis.
Chas. J. Martin.....	..Minneapolis.	.....	.....

Date of annual election of directors, last Thursday in September in each year.

Name and address of person to whom correspondence concerning this report should be directed, M. P. Hawkins, Secretary, Minneapolis.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized..... \$1,000,000

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash. 30
 shares..... \$3,000
 Proportion of stock for Minnesota. No stock certificates issued.

List of the stockholders at the last election of directors, showing the name, residence and amount of stock owned by each, must be filed herewith. W. D. Washburn, H. T. Welles, Chas. J. Martin, J. K. Sidle, C. A. Pillsbury and M. P. Hawkins, all residing in Minneapolis, are the stockholders, and each have subscribed five shares (\$500).

When and to whom was the original stock, owned by the company, sold, and what was the cash value realized by the company for the same? No stock issued.

GENERAL REMARKS AND HISTORY OF YOUR COMPANY.

This company was organized Sept. 25, 1883, to construct a line of road from Minneapolis to the St. Croix River, between the States of Minnesota and Wisconsin. Organization was perfected, but no work is yet done or right of way procured.

STATE OF MINNESOTA, }
COUNTY OF HENNEPIN. } ss.

J. K. Sidle, President, and M. P. Hawkins, Secretary of the Minneapolis & St. Croix Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1884, to the best of their knowledge and belief.

Signed,

[SEAL OF R. R.]

J. K. SIDLE,
President.
M. P. HAWKINS,
Secretary.

Subscribed and sworn to before me at Minneapolis this twelfth day of November, A. D. 1884.

[SEAL.]

WILLIAM D. HALE,
Notary Public,
Minnesota.

REPORT

OF THE

NORTHERN PACIFIC RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
Robert Harris.....	President.....New York City.
Thos. F. Oakes.....	1st Vice President.....St. Paul, Minn.
Samuel Wilkeson.....	Secretary.....New York City.
Geo. Gray.....	General Counsel.....New York City.
R. L. Belknap.....	Treasurer.....New York City.
Thos. F. Oakes.....	General Manager.....St. Paul, Minn.
M. C. Kimberly.....	Superintendent.....Brainerd, Minn.
Adna Anderson.....	Chief Engineer.....St. Paul, Minn.
Chas. S. Fee.....	General Ticket Agent.....St. Paul, Minn.
J. M. Hannaford.....	Gen. Freight Agent.....St. Paul, Minn.
J. A. Barker.....	General Auditor.....St. Paul, Minn.
Chas. B. Lamborn.....	Land Commissioner.....St. Paul, Minn.

General offices of the company, St. Paul, Minn., and New York City.
General office in this State, St. Paul.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Frederick Billings.....	.....Vermont.	Roswell G. Ralston .....	.....N. Y. City.
Benj. P. Cheney.....	Boston, Mass.	J. L. Stackpole.....	Boston, Mass.
Robert Harris.....	.....N. Y. City.	Chas. B. Wright.....	.....Phila., Pa.
John C. Bulett.....	.....Phila., Pa.	Johnston Livingston ..	.....N. Y. City.
John W. Ellis.....	.....N. Y. City.	J. P. Morgan.....	.....N. Y. City.
Thos. F. Oakes.....	.....St. Paul.	A. H. Barney.....	.....N. Y. City.
August Belmont.....	.....N. Y. City.		

Frederick Billings.....	} Executive Committee.
R. G. Ralston.....	
Chas. B. Wright.....	
Robert Harris.....	
B. P. Cheney.....	
A. H. Barney.....	

236 ANNUAL REPORT OF THE RAILROAD COMMISSIONER.

OFFICERS OF THE COMPANIES OPERATING—CONCLUDED.

Date of annual election of directors, third Thursday in September.
Name and address of person to whom correspondence, concerning this report, should be directed, J. A. Barker, St. Paul, Minn.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized.....\$100,000,000 00

COMMON STOCK ISSUED.

Total common stock.....	49,000,000 00
Amount of preferred stock	39,807,068 40
Rate of preference and for what issued. Preference.	
Proportion of stock for Minnesota. Estimated $\frac{228.8}{225.0}$ of	
\$88,807,068.40.....	9,349,213 46

A list of the stockholders at the last election of directors, showing the names, residence and amount of stock owned by each, must be filed herewith. About 5,000. Cannot give list.

When and to whom was the original stock, owned by the company, sold, and what was the cash value realized by the company for the same? Cannot tell. If any stock has been issued since the original, state the date or dates when the same was issued, to whom issued, in what manner the same was paid for, and the cash value realized by the company for the same. None.

DEBTS, ETC.

FUNDED DEBT.

First mortgage bonds, due Jan. 1, 1921, rate of interest 6 per ct.	\$40,278,000 00
Second mortgage bonds, due Dec. 1, 1933, rate of interest 6 per ct.	15,857,000 00
Pd. O mortgage bonds, due Sept. 1, 1919, rate of interest 6 per ct.	3,240,000 00
Mo. Div. mortgage bonds, due May 1, 1919, rate of int. 6 per ct.	2,260,400 00
Total bonded debt.....	\$61,635,400 00

Dividend certificates, 6 per cent.....	4,640,821 20
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FLOATING DEBT.

Amount of debt not secured by mortgage (not including dividend certificates).....	\$6,941,514 26
Total amount of paid up stock and debt (including funded debt)	162,024,803 86

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of construction and equipment since reorganization, Oct. 1875.....	77,206,588 59
Cost of present equipment (applying to 1,862 $\frac{1}{10}$ miles of road) owned.....	11,660,047 69
Cost of present equipment (applying to 2,444 $\frac{1}{10}$ miles of road) operated June 30, 1884.....	
Total cost of construction and equipment, as above.....	77,206,588 59
Average cost of road and equipment per mile (1,378 $\frac{3}{10}$ miles).....	55,998 12
The value of all other property owned by the corporation. Railroad, equipment and lands are represented on the company's books by.....	168,907,607 15

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD, ETC.	Miles in Minnesota.
Length of main line of road from—	
Duluth to N. P. Junction.....	23.2
N. P. Junction to Red River.....	227.8
N. P. Junction to Wisconsin State line.....	9.07
BRANCHES.	
Brainerd to Sauk Rapids.....	60.5
Little Falls to Morris.....	87.8
Wadena Junction to Red River.....	75
Sauk Rapids to St. Paul (St. P. M. & M.).....	75.5
Total length of main line and branches.....	558.87

Aggregate length of sidings and other track not above (not including sidings between St. Paul and Sauk Rapids).....	62.712
Number of miles iron rail.....	86.7
Number of miles steel rail.....	472.17
Aggregate length of tracks operated by this company <i>computed as a single track</i> (not including sidings between St. Paul and Sauk Rapids).....	621.582
Gauge of road, 4 ft. 8½ inches.	

STATIONS.

Number of stations on line of road in Minnesota (main line 49, branches 51).....	100
Number of "common points" in Minnesota.....	7

BRIDGES AND TRESTLES.

Wooden bridges—Number of on main line, 3 (1,110.8 feet); branches, 8 (899.5 feet); aggregate length, 2,010.3 feet.	
Wooden trestles—Number of, main line, 158 (21,860.2 feet); branches, 134 (9,000.8 feet); aggregate length, 30,861 feet.	

FENCING.

Number of miles of fencing on the road, and kind—	
Main line, 145 miles wire.	
Branches, 57½ miles; wire; 53 miles board.	
The total cost of same.....	\$53,328.00
Average cost per rod—wire, 42 cents; board, 95 cents.....	.65

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality?	
St. Paul, Minneapolis & Manitoba Railroad, at Sauk Centre (twice), Glyn-don, Moorhead, Fergus Falls, Breckenridge; St. Paul & Duluth Railroad at N. P. Junction.	

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.

Number of locomotives of more than 40 tons weight, exclusive of tender,	196
Number of locomotives of more than 30 tons weight, exclusive of tender,	170
Number of locomotives of more than 20 tons weight, exclusive of tender,	21
Number of locomotives of more than 10 tons weight, exclusive of tender,	4
Number first-class passenger cars.....	54
Number second-class passenger cars, including third class and emigrant sleepers.....	96
Number express and baggage cars, mail and combination.....	87
Number dining, sleeping, business and observation cars.....	46
Number box, freight and stock cars.....	5,700
Number caboose cars.....	174
Number of flat and coal cars.....	3,456
Number of cars (boarding, pile driver, steam shovel, tool and derrick)	105
Number of hand and road cars and steamers (6).....	720
The above equipment applies to 2,444.1 miles of road operated June 30, 1884.	
Total cost of equipment.....	\$11,660,047.69
Average cost of equipment per mile of road operated.....	4,770.61

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

	Miles.
Total number of miles run by passenger trains during the year ending June 30, 1884.....	604,457
Number of miles run by freight trains during the year ending June 30, 1884.....	974,050
Total mileage.....	1,578,507
Mileage of empty freight cars.....	5,804,673

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed for express passenger trains...	40
Schedule rate of same, including stops.....	28
The highest rate of speed allowed for mail and accommodation trains.....	30
Schedule rate of same, including stops.....	25
The highest rate of speed allowed for freight trains.....	15 and 20 stock
Schedule rate of same, including stops.....	11 and 12 stock

TARIFFS.

Average rate per mile for through passengers during the year.....	2.42 cts.
Average rate per mile for local passengers during the year.....	3.21 cts.
Average rate per mile per ton (of 2,000 lbs.) for through freight.....	1.57 cts.
Average rate per mile per ton (of 2,000 lbs.) for local freight.....	1.90 cts.

DOINGS OF THE YEAR IN TRANSPORTATION—CONCLUDED.

CHARACTER OF SERVICE.

	In Minnesota.	Number of Persons employed entire line.
Division and assistant superintendents.....	4	11
Clerks in all offices.....	195	450
Master and assistant mechanics.....	638	1,302
Conductors.....	85	195
Engineers.....	101	390
Firemen.....	101	390
Brakemen.....	140	320
Flag men, switch tenders, gate keepers and watchmen.....	40	75
Station agents.....	55	190
Section men.....	550	3,810
Laborers.....	160	210
Other employes.....	275	525

TONNAGE CARRIED IN MINNESOTA.

	Tons.
Grain.....	110,216.7
Agricultural products except grain.....	2,238.0
Flour and meal.....	18,120.6
Provisions.....	7,492.0
Manufactures.....	14,585.4
Animals.....	44,189.7
Lumber.....	90,437.4
Other forest products.....	77,115.6
Iron, lead and mineral products.....	28,374.7
Stone, brick, lime, cement, sand, etc.....	21,218.6
Coal.....	25,001.0
Merchandise and other articles.....	259,991.2
Total.....	698,980.9

PASSENGERS IN MINNESOTA.

Number of passengers carried during the year ending June 30, 1884..	342,455
Total passenger mileage or passengers carried one mile.....	34,330,076
Average distance [miles] traveled by each passenger.....	100.25

FUEL CONSUMED.

Cords of wood consumed.....	27,373.735
Tons of coal consumed.....	49,121.420

STATISTICS OF TRAFFIC.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING EASTWARD.

STATIONS.	Wheat. Bushels.	Other grain. Bushels.	Flour. Bbls.	Other products. Tons.	Lumber. 1,000 feet.	Other products of the forest. Tons.	Mdse. and miscel- aneous freight. Tons.
St. Paul		2,729	264	305	7		1,731
Minnesota Transfer		5		12	14		373
Minneapolis Junct'n							513
East Minneapolis		89	3	105	4		208
Minneapolis		2,436	178	1,054	24		2,791
Anoka		22	200	4	3		97
Elk River			2				32
Big Lake							32
Clear Lake						700	2,598
St. Cloud			300				33
Sauk Rapids			9,067		37		1,104
Rices	67,540	3,644	4	12	105		327
Royalton	32,883	89		1	25	2,626	114
Little Falls	77,293	458	865	75	906	5,639	749
Swanville	13,067	80	11		33	354	655
Grey Eagle	667		1		27	250	62
Sauk Centre	79,393	1,644	4,838	111	9	10	274
Villard	245,027	1,556	22	12	1		149
Glenwood	105,541	587	8	1	13		169
Starbuck	177,637	12,418		12		70	154
Morris	22,180	14,404	238	35		10	155
Belle Prairie	5,183		2				14
Fort Ripley	17,847			46	93		250
Brainerd	1,670	129	164	41	444	1,265	11,261
Superior				55	1,397	320	1,732
Duluth	2,970	1,356	4		447		8,410
Fond du Lac			1			2	481
Thompson							
N. P. Junction		253	129	94	1,086		1,439
Cromwell			15	1	31		725
Aitken	3	267	598	74	148	857	548
Deerwood	10						26
Gull River		4			574	2,426	20
Motley	800	9	4	10	29	2,915	1,423
Staples Mills					51	50	1,274
Aldrich	10,970		5	60	51	255	609
Verndale	45,937	338		64	96	32	1,598
Wadena	70,940	600	810	30	13	969	786
Deer Creek	20,413	107			14	356	177
Henning	88,893	4	4			10	150
Vining	3,683		1				45
Clithral	52,890			1		10	60
Battle Lake	63,777	27	42	13			336
Southwick	16,887	4					34
Fergus Falls	14,397	488	4,796	255	8	10	590
Wahpeton	38,450				7		99
Breckenridge	282,527	27,342	65	15	91		349
Milnor	20,636		10	10			84
Bluffton	7,537		19	5	42	155	476
N. Y. Mills	23,393		5	70	795	665	381
Perham	119,763	253	8,248	53	69	31	460
Frazee	2,510	236	5,594	203	40	94	189
Detroit	34,273	4	2,849	3		610	830
Audubon	36,223	111		1			240
Lake Park	112,797	631		1		20	202
Hawley	124,380	982	184	3	9		272
Glyndon	109,983	5,564	8	1			508
Moorhead	131,663	5,018	242	106		1	471
Total of each class points west	3,126,247	267,610	46,170	3,397	13,408	53,108	300,679
Total of each class	5,418,880	326,498	85,460	6,351	20,603	73,840	349,658
Total of each class in tons	162,566	7,346	8,546	6,351	30,904	73,840	349,658

STATISTICS OF TRAFFIC—CONCLUDED.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING WESTWARD.

STATIONS.	Wheat. Bushels.	Other grain. Bushels.	Flour. Bbls.	Other products. Tons.	Lumber. 1,000 feet.	Other products of the forest. Tons.	Mdse. and miscel- laneous freight. Tons.
St. Paul.....	990	71,818	3,938	2,918	1,365	106	49,107
Minnesota Transfer..	580	50,378	275	561	1,283	223	105,651
East Minneapolis.....		1,133	108	474	1,577	37	1,213
Minneapolis.....	1,893	24,653	7,157	1,833	1,065	102	30,246
Anoka.....		22	80	1	895	15	153
Itaska.....							6
Elk River.....	17		160	1			215
Big Lake.....			200				110
Becker.....							10
Clear Lake.....							335
St. Cloud.....		2,460	1,109	106	33	1	750
Sauk Rapids.....	17	1,206	5,217	267	91	22	4,431
Rices.....			1	29	7	15	70
Royalton.....	18,230	1,004	10	6	8	30	97
Little Falls.....	3,353	164	1,062	53	1,144	2,959	1,091
Swanville.....		4	104	10	993	2,441	103
Grey Eagle.....	400			1	57	9,385	142
Sauk Centre.....	7	3,129	3,046	111	189	1,007	824
Villard.....	37	889	1	1	12	20	101
Glenwood.....			24	1	1	21	143
Starbuck.....	3	1,578	100				244
Morris.....	2,967	13,960	5	26			160
Belle Prairie.....	2,270	1,853	8	17			62
Fort Ripley.....	843	444		10	7		580
Brainerd.....		356	255	51	3,956	1,728	15,103
Superior.....		1,022	121	376	5,607	524	5,321
Duluth.....	7	10,558	207	147	8,508	559	176,197
Fond du Lac.....					180	741	837
Thompson.....			6	1	1,491	364	478
N. P. Junction.....		31	37	48	4,144		5,644
Cromwell.....					217	40	586
Aitken.....		22	361	21	2,455	3,129	2,520
Deerwood.....	200		3	1	13	111	105
Gull River.....		1,431	4	2	5,267	294	1,844
Motley.....			17	3	5,675	5,037	5,745
Staples Mills.....			1	1	1,119	1,154	1,205
Aldrich.....				1	1,663	2,416	769
Verndale.....	2,277	40	22	2	435	4,932	1,102
Wadena.....		1,182	464	46	112	2,178	1,068
Deer Creek.....			1		103	6,021	498
Henning.....			3	1	33	5,822	1,428
Vining.....	100	9	1		33	291	414
Clitheral.....	63	4				742	41
Battle Lake.....	247	58		1		20	156
Southwick.....	7,557			6	40	3,312	377
Fergus Falls.....	10,897	151	2,262	64	35	52	806
Breckenridge.....			2	1		77	117
Wahpeton.....	3,553	4,564	1,107	26	240	22	599
Milnor.....							3
Bluffton.....	7	942	8	69	33	993	29
N. Y. Mills.....	333		3		1,407	8,943	3,463
Perham.....			1,319	39	30	2,250	922
Frazee.....	11,780		9,487	167	438	10,089	3,693
Detroit.....	3		127	1	18	13,079	452
Audubon.....	153	569	2	3	14	4,722	141
Lake Park.....	487	582	1	88	1	1,072	246
Hawley.....	100	1,391	205	3		81	253
Glyndon.....	1,213	7,956	22	35	67		4,712
Moorhead.....	2,650	12,549	9,564	135	261	82	2,502
Minneapolis Junct'n.			1,233	18	956	49	591
Points west.....	285,883	325,936	121,436	2,671	17,690	106,143	383,756
Total of each class ..	359,117	544,049	170,826	10,454	70,968	203,433	819,567
Total of each class in tons.....	10,774	12,241	17,082	10,454	106,452	203,433	819,567

BUSINESS AND RECEIPTS.

STATIONS.	FREIGHT.		PASSENGERS.	
	Tons forwarded.	Tons received.	No. from	No. to
St. Paul.....	46,680.0	17,363.8	31,204	25,123
St. Paul—Foreign.....			23,663	15,876
Minnesota Transfer.....	85,903.7	38,946.5		
Minneapolis.....	30,248.2	22,663.4	23,532	26,859
Minneapolis—Foreign.....			1,320	298
Minneapolis Junction.....	2,184.6	4,108.5	208	118
East Minneapolis.....	3,547.1	805.4	1,939	340
Fridley.....			405	491
Coon Creek.....			121	407
Anoka.....	1,316.4	1,725.6	7,374	7,778
Itaska.....	4.8	94.4	299	467
Elk River.....	211.6	950.2	2,630	2,776
Baileys.....			29	142
Big Lake.....	129.3	177.4	708	975
Becker.....	8.3	16.2	213	301
Clear Lake.....	2,906.5	14,512.6	868	1,183
Haven.....			26	58
St. Cloud.....	908.7	389.8	3,261	5,566
Sauk Rapids.....	5,981.1	3,641.1	4,453	4,493
Watab.....			434	867
Rices.....	2,184.4	789.0	2,898	3,066
Royalton.....	3,586.3	801.5	2,674	2,634
Gregory.....			20	10
Little Falls.....	13,012.7	4,199.6	9,567	8,551
La Fond.....			472	634
Workman.....			134	168
Swanville.....	4,406.8	404.1	958	906
Grey Eagle.....	7,998.1	315.1	900	913
Birch Bark.....			335	367
Spaulding.....			23	30
Sauk Centre.....	4,689.0	2,290.3	5,762	5,639
Ashley.....			250	272
Westport.....			1,368	1,377
Villard.....	6,169.0	3,706.8	2,398	2,474
Glenwood.....	2,830.9	1,953.8	2,565	2,814
Starbuck.....	4,908.7	1,864.1	1,437	1,437
Cyrus.....			745	771
Morris.....	1,442.7	9,095.1	2,307	2,226
Belle Prairie.....	287.8	175.5	951	970
Fort Ripley.....	1,285.0	562.5	1,870	1,888
Albion.....			43	91
Crow Wing.....			344	829
Duluth.....	151,297.4	127,061.8	3,381	7,624
Duluth—Foreign.....			4,441	157
Rices Point.....			39	45
Oneota.....			275	108
Spirit Lake.....			132	52
Fon du Lac.....	1,948.4	2.9	165	146
Superior.....				
Greeley.....			2	4
Thompson.....	2,480.3	56.1	132	127
East of Wisconsin Line.....	15,337.0	10,828.3	1,216	1,657
Carlton.....			629	733
Spur No. 1.....			16	11
Spur No. 2.....			4	5
N. P. Junction.....	12,089.0	4,154.3	5,410	4,969
Pine Grove.....			14	8
Norman.....			203	384
Corona.....			3	19
Cromwell.....	1,382.0	1,206.8	344	249
Wright.....			97	85
Tamarack.....			334	479
McGregor.....			96	105
Kimberly.....			406	541
Aitken.....	8,925.1	3,840.0	6,626	6,180
Cedar Lake.....			15	50
Deerwood.....	213.8	319.4	967	921
Jonesville.....			16	47

BUSINESS AND RECEIPTS—CONCLUDED.

STATIONS.	FREIGHT.		PASSENGERS.	
	Tons forwarded.	Tons received.	No. from	No. to
Brainerd.....	27,921.0	56,998.9	22,579	20,475
Gull River.....	10,723.1	950.4	5,014	4,990
Sylvan Lake.....			67	152
Pillager.....			177	430
Bath.....			40	67
Motley.....	18,286.9	1,128.3	3,232	3,562
Staples Mills.....	4,324.2	457.1	1,506	1,502
Dower Lake.....			1,325	2,446
Aldrich.....	5,606.8	546.2	2,134	1,916
Verndale.....	7,931.3	1,088.4	5,787	5,449
Wadena.....	6,102.9	2,670.1	9,734	9,215
Wadena Junction.....			39	51
Deer Creek.....	6,274.8	309.2	1,661	1,616
Parkton.....			18	40
Henning.....	8,344.4	967.2	1,765	1,745
Vining.....	731.0	314.9	657	789
Clitheral.....	1,962.0	498.7	1,585	1,518
Battle Lake.....	1,962.6	1,623.3	2,367	2,432
Maple Wood.....			83	114
Southwick.....	3,619.1	261.0	1,543	1,596
Fergus Falls.....	2,657.9	10,892.0	8,055	7,738
Ames.....			168	174
Everdell.....			49	86
Wahpeton.....				
Breckenridge.....	1,161.1	2,199.6	892	1,022
West of Dakota Line.....	8,861.7	25,223.0	1,517	1,703
Milnor.....				
Bluffton.....	1,672.3	154.4	1,378	1,352
Amboy.....			24	55
New York Mills.....	13,430.1	683.0	2,358	2,729
Richland.....			48	64
Perham.....	6,751.5	3,020.1	4,012	3,890
Luce.....			153	398
Frazee.....	11,078.1	1,279.7	2,169	2,361
Johnson.....			167	354
Detroit.....	15,655.3	4,166.2	6,928	6,842
Audubon.....	4,987.4	929.0	2,576	2,525
Lake Park.....	4,044.3	1,299.6	3,501	3,470
Hillsdale.....			83	166
Hawley.....	3,561.5	1,637.9	3,479	3,729
Muskoda.....			1,061	1,042
Glyndon.....	7,199.1	6,115.5	10,311	9,178
Glyndon—Foreign.....			867	1,108
Tenny.....			68	165
Moorhead.....	7,275.8	7,612.2	8,950	7,696
Communtation.....			15,640	15,640
Points West.....	823,569.5	1,030,752.3	414,612	426,548
Total of above.....	1,442,800.4	1,442,800.4	716,040	716,040

EARNINGS DURING THE YEAR ENDING JUNE 30TH, 1884.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY, IN STATE OF MINNESOTA.

MONTHS.	Freight.	Passengers.	Mails.	Express.	Miscellaneous.	Totals.
July, 1883.....	\$218,749.86	86,402.62	\$2,865.57	\$14,026.07	\$6,927.66	\$328,971.78
August, 1883.....	282,291.32	85,342.22	2,531.83	14,463.35	6,928.99	391,557.68
September, 1883.....	372,822.30	93,226.47	2,461.33	8,588.98	8,278.29	486,377.37
October, 1883.....	418,899.27	114,273.19	2,461.33	8,727.78	9,368.19	552,729.76
November, 1883.....	365,202.52	114,613.32	2,461.33	8,680.22	9,793.28	500,750.67
December, 1883.....	190,393.23	82,407.20	5,894.56	6,547.43	7,168.61	292,411.03
January, 1884.....	98,698.07	51,214.84	3,036.31	6,126.21	3,240.60	162,316.03
February, 1884.....	87,350.30	39,999.87	3,689.29	3,845.02	3,139.70	138,024.18
March, 1884.....	157,400.91	73,260.95	3,616.71	4,469.62	3,997.50	242,745.69
April, 1884.....	270,865.04	128,890.38	3,614.48	7,861.31	4,282.88	415,514.09
May, 1884.....	241,228.73	95,285.97	3,427.10	5,246.71	14,980.82	360,169.33
June, 1884.....	213,925.64	81,510.83	3,705.88	6,873.78	11,007.83	317,023.96
Totals.....	\$2,917,827.19	\$1,046,427.86	\$39,765.72	\$95,456.48	\$89,114.32	\$4,188,591.57

EARNINGS DURING THE YEAR ENDING JUNE 30, 1884—CONCLUDED.

Total tariff earnings for the year ending 30th of June, 1884.....	\$3,964,255.05
Total earning from other sources for the year ending 30th of June, 1884.....	224,336.52

Total earnings for year—entire line	\$12,603,575.58	4,188,591.57
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Total passenger earnings in Minnesota.....	1,046,427.86
Total freight earnings in Minnesota.....	2,917,827.19
Total miscellaneous earnings in Minnesota, also mail and express	224,336.52

Total earnings in Minnesota.....	\$4,188,591.57
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What per cent is the earnings in Minnesota of the earnings of the entire line?.....	33.23 per cent.
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Of the earnings of the entire line in Minnesota what is the ratio of the passenger to the freight?.....	As 100 to 279
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Average gross earnings per mile (558.87 miles) of track, exclusive of sidings.....	\$7,494.75
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Average gross earnings per train mile.....	2.653
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Average net earnings per mile (558.87 miles) of track, exclusive of sidings.....	4,141.41
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Average net earnings per train mile.....	1.466
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STATEMENT SHOWING THE EARNINGS OF THE ENTIRE LINE, BY MONTHS,
FOR THE YEAR ENDING JUNE 30, 1884.

MONTHS.	Freight.	Passenger.	Mail.	Express.	Miscell'n'ous	Total.
July, 1883.....	\$554,918 42	\$256,183 38	\$9,469 76	\$27,310 28	\$2,341 23	\$850,223 07
August, "	725,662 26	279,222 23	9,945 12	27,973 66	821 13	1,043,624 40
September, "	806,434 67	351,264 91	15,461 51	20,446 93	1,105 81	1,194,713 83
October, "	927,202 96	430,023 30	12,230 24	20,737 00	7,028 29	1,397,221 79
November, "	808,881 78	430,718 70	12,230 24	20,619 39	3,572 10	1,276,022 21
December, "	486,033 75	322,776 81	26,665 14	16,854 62	3,853 94	856,184 26
January, 1884.....	356,297 08	222,232 90	14,412 32	18,295 07	2,865 59	614,102 96
February, "	302,504 92	183,453 90	15,228 57	11,371 42	7,525 86	520,084 67
March, "	639,575 17	299,969 88	14,303 06	17,865 09	7,242 61	978,955 81
April, "	810,059 15	584,463 53	15,206 37	26,336 14	5,449 49	1,441,514 68
May, "	763,318 45	467,190 59	15,008 10	28,213 16	14,074 51	1,287,804 81
June, "	684,498 73	409,759 27	15,432 66	21,820 38	11,612 05	1,143,123 09
	\$7,865,387 34	\$4,237,259 40	\$ 175,593 09	\$257,843 14	\$67,492 61	\$12,603,575 58

STATEMENT SHOWING THE OPERATING EXPENSES OF THE ENTIRE LINE, BY MONTHS,
FOR THE YEAR ENDING JUNE 30, 1884.

MONTHS.	Conducting Transportation.	Motive Power.	General Expenses.	Maintenance of Road and Structures.	Maintenance of Cars.	Total.
July, 1883.....	\$123,302 25	\$185,967 15	\$37,693 00	\$193,735 28	\$56,692 51	\$597,390 19
August, "	115,770 99	186,359 19	52,155 70	194,401 14	59,383 89	608,070 91
September, "	152,761 37	261,350 29	28,490 81	186,501 83	55,444 25	684,548 55
October, "	158,600 70	229,458 53	33,942 51	131,475 68	70,036 32	623,513 74
November, "	175,948 66	205,675 72	67,233 97	159,575 53	47,107 65	655,541 53
December, "	176,450 52	173,973 72	30,880 95	110,819 38	35,524 33	527,648 90
January, 1884	137,368 45	169,831 08	35,725 90	70,359 79	36,639 07	449,924 29
February, "	146,228 80	154,184 70	41,073 02	50,818 12	36,497 75	428,802 39
March, "	144,480 42	169,858 73	35,690 69	87,956 17	51,124 14	489,110 15
April, "	146,767 23	203,348 63	57,481 19	148,477 72	42,093 21	598,167 98
May, "	131,456 18	203,655 36	44,083 76	218,998 55	54,384 58	652,578 43
June, "	148,120 19	250,555 57	57,227 05	106,735 90	44,589 61	607,228 32
	\$1,757,255 76	\$2,394,218 67	\$521,678 55	\$1,659,855 09	\$589,517 31	\$6,922,525 38

EXPENSES DURING THE YEAR ENDING JUNE 30, 1884.

OPERATING EXPENSES IN MINNESOTA.

Maintenance of way	\$290,923.62
Maintenance of buildings.....	25,594.57
Maintenance of rolling stock—	
Locomotives	\$163,563.26
Passenger, baggage, mail and express cars.....	72,097.31
Freight cars.....	109,348.89
Shops, tools and machinery.....	345,009.46
Conducting transportation—	
Motive power and care.....	\$545,968.87
Train employes.....	126,067.23
Agents and station labor.....	201,535.93
Other expenses conducting transportation.....	196,129.99
	1,069,702.02
General expenses.	
Salaries of officers and expenses.....	38,346.73
Office and clerical expenses.....	56,753.94
Legal expenses.....	11,776.04
Other general expenses.....	35,975.80
	142,852.51
*Total operating expenses, being 44.74 per cent of earnings.....	\$1,874,082.18
*Total operating expenses in Minnesota.....	1,874,082.18
*Average operating expenses per mile (558.87 miles) of track, exclusive of sidings.....	3,353.34
*Average operating expenses per train mile.....	1.187
*Excess of earnings over operating expenses.....	2,314,509.39

*Not including taxes and rentals.

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year.....	\$12,783,881.23
Additional equipment during the year.....	5,594,672.49
Taxes—State, county and national.....	255,229.36
For interest on bonds and dividend certificates.....	3,535,038.28
Balance general interest account, sinking fund and opening celebration.....	501,595.92
Lease or privilege of other roads (giving names and amount paid each)—	
St. Paul & Northern Pacific R. R. Co	\$266,246.63
St. Paul, Minneapolis & Manitoba Ry. Co.....	42,843.29
N. P. Terminal Co. of Oregon.....	103,311.00
	412,400.92
Total payments in addition to operating expenses.....	\$23,082,818.20

GENERAL BALANCE SHEET, 30TH JUNE, 1884.

NORTHERN PACIFIC RAILROAD.

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ASSETS.	Amount.	LIABILITIES.	Amount.
Railroad telegraph, equipment and lands..... N. P. R. R. Co. stock and other investments..... Cash in hand of treasurer and trustees applicable only to retirement of bonds..... Accounts receivable..... General supplies and construction material on hand. Suspense account.....	\$168,907,607.15 1,157,608.17 346,267.70 2,482,863.13 2,122,492.50 21,712.72	Capital stock — Common..... Preferred..... Less canceled by land sales..... Funded debt — General first mortgage bonds..... General 2d mortgage bonds..... Less unsold..... Mo. Div. bonds..... Less can. by sales..... P'd O. Div. bonds..... Less can. by sales..... Dividend cert's..... Interest on funded debt — Due for coupons not presented..... Accrued to date, not due..... Accounts payable..... Loans and bills payable..... Net proceeds of land sales in preferred stock, bonds and cash..... Amounts uncollected on lands and timber sales..... Earnings invested in equipment.....	\$49,000,000.00 39,807,068.40 39,807,068.40 \$40,278,000.00 15,857,000.00 2,260,400.00 4,500,000.00 3,240,000.00 4,640,821.20 338,613.98 1,664,573.63 12,801,174.91 3,056,415.71 2,205,239.29 \$180,087,633.77
Deferred payments, account land sales, applicable to retirement of preferred stock and bonds — Preferred stock..... Missouri Division bonds..... Pend d'Oreille Division..... General first mortgage bonds..... Cash.....	\$1,276,077.52 316,927.21 857,400.00 606,010.98		66,276,221.20
	3,056,415.71 1,992,666.69		1,703,187.61 2,623,157.38 2,615,169.27 12,801,174.91 3,056,415.71 2,205,239.29
	180,087,633.77		\$180,087,633.77

GENERAL BALANCE SHEET, 30TH JUNE, 1884—CONTINUED.

What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? All trains come to a full stop before crossing other railroads at grade; find this to be sufficient.

What regulations govern your employes in regard to crossing of public highways, and are these regulations found to be sufficient? Whistle 80 rods from highway crossing and ring the bell thence to the crossing; find this to be sufficient.

What platform and coupler between passenger cars do you use? Miller platform and coupler.

What kind of brakes do you use on passenger trains? Westinghouse air brakes.

UNITED STATES MAIL.

What is the compensation paid you by the United States government for the transportation of its mails, and on what terms of service? Duluth to Brainerd, \$34.20 per mile per annum; St. Paul to Brainerd, rate not fixed; Brainerd to Moorhead, \$103.29 per mile per annum; Little Falls to Morris, \$53.01 per mile per annum; Wadena to Fergus Falls, \$46.17 per mile per annum; Fergus Falls to Milnor, rates not fixed.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? The Northern Pacific Express Company runs over all lines operated by this company. Wells, Fargo Express also runs on main line west of Missoula. The express companies pay one and one-half first-class rates, except in a few instances. Both companies do a general express business, and in all cases goods are delivered at stations.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation; and if so, in what particular? None.

LANDS.—(CONGRESSIONAL GRANT IN MINNESOTA.)

(Year ending December 31, 1883.)

State the number of acres of land your company has already received by patent and certification from the Congressional land grant.....	2,028,279.86
State the average price at which these lands are now offered for sale by the company.....	\$14.00
State the average price at which lands have been sold or contracted by the company during the year ending December 31, 1883.....	3.17
State the number of acres sold during the year ending December 31, 1883.....	17,024.12
State the number of acres contracted to be sold during the year ending December 31, 1883.....	
State the amount received from sales of land and lots during the year ending December 31, 1883, first payments.....	\$37,902.47
State the amount received from outstanding contracts of lands and lots during the year ending December 31, 1883.....	19,414.12
State the amount received from forfeited contracts, stumpage, etc. (including interest on deferred payments), received by the company during the year ending December 31, 1883.....	93,485.06
State the gross amount received from sales, contracts, forfeited contracts, stumpage, etc., up to December 31, 1883.....	2,820,128.11

SUMMARY.

Total amount of lands received by company.....	2,028,279.86 acres.
Total amount of lands sold by company.....	476,829.43 acres.
Total cash received from sales, contracts, forfeited contracts stampage, etc., (including interest on deferred payments received by the company).....	\$2,820,128.11

ADDITIONAL QUESTIONS.

Date of original charter of the road and that of any road consolidated with it, and the names of the companies.

Chartered, July 2, 1864. Northern Pacific Railroad Co.

Date of foreclosure and sale, under which road and each branch is now held, and terms and amount of each sale.

August 12, 1875, for \$100,000 cash to the purchasing committee of the bondholders of the Northern Pacific Railroad Company for all the bondholders who shall have assented to the plan of reorganization, adopted June 30, 1875, and surrender their bonds for preferred stock of the reorganized company in accordance with said plan.

Rates and dates of all cash dividends on stock of original and consolidated companies so far as known. None.

Date when main line in Minnesota [giving termini and length] was put in operation.

September 1, 1871, from Duluth to Red River, 251 miles.

September 1, 1882, from N. P. Junction to Wisconsin State Line, 9.07 miles.

Date of commencement of operating of each branch line, giving termini and length.

Nov. 1, 1877, Brainerd to Sauk Rapids.....60½ miles.

April 21, 1879, Sauk Rapids to St. Paul.....75½ miles.

March 1, 1883, Wadena Junction to Red River.....75 miles.

March 1, 1883, Little Falls to Morris.....87.8 miles.

Roads operated under lease or contract (whether temporary or permanent), giving name, termini, length, address of lessors and terms of lease.

St. Paul & Northern Pacific R. R., Brainerd to Sauk Rapids, 60½ miles; St. P. & N. P. R. R. Co., St. Paul, Minn.; rental, 40 per cent. of gross earnings.

St. Paul, Minneapolis & Manitoba R. R., Sauk Rapids to St. Paul, 75½ miles; St. P., M. & M. Co., St. Paul, Minn.; terms, \$40,000 per annum and wheelage proportion of maintenance and station expenses.

Northern Pacific, Fergus & Black Hills R. R., Wadena Junction to Red River, 75 miles; N. P., F. & B. H. R. R. Co., 17 Broad St., New York; under the terms of contract the N. P. R. R. Co. guarantee to lessor \$1,400 per mile per annum net after two years.

Little Falls & Dakota R. R., Little Falls to Morris, 87.8 miles; L. F. & D. R. R. Co., 17 Broad St., New York.

GENERAL REMARKS AND HISTORY OF YOUR COMPANY.

The original Northern Pacific Railroad Company was chartered by act of Congress July 2, 1864, and by joint resolution of May 31, 1870, was authorized to issue its bonds and secure the same by mortgage on all its property, rights and franchises, including the franchise to be a corporation.

Some thirty million dollars (\$30,000,000) of bonds were issued January 1, 1874. The company made default in the payment of interest, and said default continuing on the sixteenth of April, 1875, the trustees and certain bondholders commenced proceedings to foreclose. A committee appointed by the bondholders under a plan of reorganization, became the purchasers of its railroad and all property and franchise mortgaged for the benefit of all the bondholders who should assent to said plan and exchange their bonds for preferred stock in the reorganization.

The reorganization was perfected September 29, 1875.

ACCIDENTS.

STATEMENT OF EACH ACCIDENT.

- July 7. O. W. Hart, four miles east of Brainerd, injured, car ditched in which he was riding.
- Aug. 5. A. S. Johnson, Anoka, injured, attempting to get on train while in motion.
- Aug. 27. Lars Larsen, near Aitken, killed, laid on track between ties.
- Aug. 24. Anton Musolf, Duluth, killed, jumped off foot-board of switch engine while in motion.
- Sept. 8. E. C. Cooney, employe, Deerwood, killed, supposed to have fallen between engine tank and first car.
- Sept. 14. C. W. Bailey, employe, Fond du lac, injured, attempting to get on box car while in motion.
- Sept. 29. S. A. Turk, employe, Greeley, injured, train collided with box car, standing on frog.
- Sept. 29. W. Wilson, E. Richmond and Ludlow, employes, near Greeley, result of collision.
- Oct. 10. H. M. Cross, employe, one-half mile west of Brainerd, injured, leg jammed between two cars.
- Oct. 13. S. Pate and wife, between Norman and N. P. Junction, killed, drunk and lying on track.
- Oct. 20. Thos. Drum, N. P. Junction, killed, supposed to have fallen attempting to get on train while in motion.
- Oct. 25. Jos. Martin, Hawley, killed, drunk and lying on track.
- Nov. 6. W. Flynn, employe, Glyndon, injured, coupling two flat cars, head caught between rails projecting.
- Nov. 20. Jacob Nygard, near Detroit, killed, attempting to drive across track ahead of train.
- Nov. 20. Thos. Argar, employe, Brainerd, killed, stepped off end of box car when in motion.
- Dec. 6. G. C. Horton, employe, N. P. Junction, injured, coupling cars.
- Dec. 9. F. Piper, employe, Moorhead, injured, struck while on ladder of car by something near track.
- Dec. 14. Peter Carney, Brainerd, killed, attempting to get on train while in motion.
- Mar. 3. G. W. Vincent, Detroit, killed, attempting to get on train while in motion.
- Mar. 18. John Green, four miles west of Brainerd, killed, intoxicated and lying on track.
- Mar. 28. R. A. Tate, employe, Fergus Falls, injured, stooping to pick up coupling pin struck by moving car.
- April 14. Jno. Dickinson, three miles west of Motley, killed, attempting to jump on train while in motion.
- May 7. Unknown negro, near Coon Creek, killed, supposed case of suicide.
- May 14. Daughter of Anthony Saffars, St. Paul, injured, attempting to cross track in front of switch engine.

TRAIN ACCIDENTS IN MINNESOTA.

For year embraced in this report. Whether attended by injury to person or not; give date of accident; if passenger or freight train; nature and cause; particulars and extent of injury to train; number of persons killed and number injured.

TRAIN ACCIDENTS IN MINNESOTA—CONCLUDED.

DATE.	TRAIN.	PLACE.	NATURE OF ACCIDENT.	CAUSE.	REMARKS.
July 3, 1883.....	Freight.	Near Hawley.	Three cars off track.	Stone fell from car.	Cars damaged.
July 7, 1883.....	Freight.	Near Brainerd.	Six cars off track.	Unknown.	Cars damaged.
July 8, 1883.....	Freight.	Near Hawley.	Collision.	Engine collided.	Engines damaged.
Aug. 11, 1883....	Pass. and Frt.	Glyndon.	Rear end collision.	Trains 1 and 13 collided.	Engines and cars damaged.
Aug. 30, 1883....	Freight.	Cromwell.	Collision on siding.	Train 20 went on siding too fast and struck 19 standing there.	
Sept. 18, 1883....	Freight.	Fond du Lac.	Rear end collision.	Following train broke in two.	Engines and cars damaged.
Sept. 18, 1883....	Freight.	Fond du Lac.	Rear end collision.	Train broke in two.	Engines and cars damaged.
Oct. 11, 1883....	Freight.	Near Brainerd.	Train broke in two.	Train broke in two.	Cars damaged.
Nov. 1, 1883....	Freight.	Near Brainerd.	One car off track.	Journal burned off.	Cars damaged.
Nov. 9, 1883....	Switcher.	Near Brainerd.	Train broke in two.	Train broke in two.	Cars damaged.
Nov. 22, 1883....	Switcher.	St. Paul.	Collision.	Eng. 340 and switch eng. col'd.	Engine damaged.
Dec. 18, 1883....	Freight.	Near Tenney.	Ten cars off track.	Broken rail.	Car damaged.
Dec. 29, 1883....	Freight.	St. Paul.	Collision.	St. P. M. & M. switch engine ran into Engine No. 16.	Engine damaged.
Feb. 4, 1884.....	Passenger.	Baileys.	Engine and 3 cars off.	Misplaced switch.	Engine and cars damaged.
Feb. 10, 1884....	Freight.	Near Richardton.	Rear end collision.		Engine and cars damaged.
March 13, 1884....	Passenger.	Near Lake Park.	Three cars off track.	Broken rail.	Engine and cars damaged.
March 26, 1884....	Freight.	Near Murdock.	Collision.	Error train dispatcher.	Cars damaged.
April 3, 1884.....	Passenger.	Near Hillsdale.	Derailment.	Derailment.	Engines damaged.
May 31, 1884....	Freight.	Watab.	Two cars off.	Three cars got away switching at Watab.	Track, etc., damaged.
June 7, 1884.....	Freight.	Brainerd.	Engine off track.	Misplaced switch.	Cars damaged.
June 28, 1884....	Freight.	Hawley.	Two cars off.	Brake beam down and caught in frog.	Engine damaged.
					Cars damaged.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY. } ss.

Thomas F. Oakes, General Manager, and J. A. Barker, General Auditor of the Northern Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1884, to the best of their knowledge and belief.

Signed,

T. F. OAKES,
General Manager.
J. A. BARKER,
General Auditor.

[SEAL OF R. R.]

Subscribed and sworn to before me at St. Paul, Minn., this sixth day of November, A. D. 1884.

[SEAL.]

EDWARD H. OZMUN,
Notary Public,
Ramsey Co., Minn.

REPORT

OF THE

ST. PAUL & DULUTH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
Jas. Smith, Jr.....	President.....St. Paul, Minn.
W. H. Rhawn.....	Vice President.....Philadelphia, Pa.
Philip S. Harris.....	Secretary.....St. Paul, Minn.
Jas. Smith, Jr.....	Solicitor.....St. Paul, Minn.
Philip S. Harris.....	Treasurer.....St. Paul, Minn.
W. H. Fisher.....	General Superintendent.....St. Paul, Minn.
H. A. Swenson.....	Chief Engineer.....St. Paul, Minn.
E. F. Dodge.....	General Ticket Agent.....St. Paul, Minn.
E. F. Dodge.....	General Freight Agent.....St. Paul, Minn.
F. W. Davis.....	Auditor.....St. Paul, Minn.
J. G. Callahan.....	Land Commissioner.....St. Paul, Minn.

General offices of the company.....St. Paul, Minn.
 General office in this State.....St. Paul, Minn.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Jas. J. Hill.....	.....St. Paul.	W. H. Rhawn.....	.....Philadelphia.
Allen Manvel.....	.....St. Paul.	Marvin Hughitt.....	.....Chicago.
E. W. Winter.....	.....St. Paul.	S. S. Merrill.....	.....Milwaukee.
H. P. Upham.....	.....St. Paul.	P. M. Myers.....	.....Milwaukee.
Jas. Smith, Jr.....St. Paul.		

Jas. J. Hill..... P. M. Myers..... E. W. Winter..... H. P. Upham..... Jas. Smith, Jr.....	} Executive Committee.
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Date of annual election of directors, third Monday in June.

Name and address of person to whom correspondence, concerning this report, should be directed, F. W. Davis, Auditor.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized..... \$12,000,000.00

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash.....	} All issued in exchange for securities of L. S. & M. R. R. under plan of reorganization.
Stock issued for account of construction	
Stock issued for bonds of company canceled.....	
Stock issued for dividends payable in stock	
Stock issued for payment of floating debt.....	
Stock issued for interest on bonded debt.....	
Stock issued for construction account on extension lines	
Stock issued to represent purchased lines.....	

Total common stock..... \$4,055,407.51

Amount of preferred stock..... \$5,036,767.60

Rate of preference and for what issued. 7 per cent when earned.

Proportion of stock for Minnesota? All.

When and to whom was the original stock, owned by the company, sold, and what was the cash value realized by the company for the same? Preferred stock exchanged for first mortgage bonds of L. S. & M. R. R.—\$1,200 stock for \$1,000 bonds.

DEBTS, ETC.

BONDED DEBT.

First mortgage bonds, due Aug. 1, 1931, rate of interest 5 per ct. \$1,000,000.00

Amount of cash realized from sale of above mentioned bonds.... 1,016,766.10

FLOATING DEBT.

Amount of debt secured by mortgage.....	} None, except current liabilities covered by material on hand.
Proportion of debt, bonded and floating, for Minnesota.....	
Total amount of paid up stock and debt	
Amount of stock and debt per mile of road.....	

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of present equipment (applying to 225 miles of road)..... \$750,098.63

Cost of all real estate used exclusively in operating the road.. } 9,378,185.24

Cost of all fixtures and conveniences for business of the road.. }

Total cost of construction and equipment..... \$10,128,283.87

Average cost of road and equipment per mile (174 miles)..... 58,208.54

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD ETC.	MILES.	
	Entire Length.	Length in Minnesota.
Length of main line of road from St. Paul to Duluth..	155	155
BRANCHES.		
From White Bear Lake to Stillwater.....	12.5	12.5
From N. P. Junction to Cloquet.....	6.5	6.5
From Wyoming to Taylor's Falls.....	20.5	20.5
From White Bear Junction to Minneapolis Junction...	13.5	13.5
From Rush City to Grantsburg, Wis.....	17	17
Total length of main line and branches.....	225	225

Aggregate length of sidings and other track not above.....	50
Number of miles iron rail.....	120
Number of miles steel rail.....	155
Aggregate length of tracks operated by this company, computed as single track.....	275
Gauge of road, 4 ft. 8½ in.	

STATIONS.

Number of stations on line of road in Minnesota.....	55
Number of "common points" in Minnesota.....	6

BRIDGES AND TRESTLES.

Wooden bridges, number of.....111.....	Aggregate length.....15,944 feet.
Combination bridges, number of..... 7.....	Aggregate length..... 1,090 feet.
Wooden trestles, number of..... 12.....	Aggregate length..... 2,677 feet.

FENCING.

Number of miles of fencing on the road, and kind, 176 miles barbed wire and board fence.....	
The average cost of same, wire fence per mile, about.....	\$150
Average cost per rod, from 45 cts to 58 cts.	

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality? Superior branch of Northern Pacific R. R., at N. P. Junction. St. Paul, Minneapolis & Manitoba Ry., at E. Minneapolis.

EQUIPMENT

Number of locomotives of more than 40 tons weight, exclusive of tender.....	2
Number of locomotives of more than 30 tons weight, exclusive of tender.....	30

CHARACTERISTICS OF ROAD—CONCLUDED.

Number of locomotives of more than 20 tons weight, exclusive of tender.....	5
Number of first class passenger cars.....	9
Number of second class passenger cars.....	7
Number of express, baggage and mail cars.....	11
Number of box, freight and stock cars.....	754
Number of sleeping cars.....	3
Number of flat and coal cars.....	209
Number of hand and other cars.....	112
Number of other cars.....	16
The above equipment applies to 225 miles of road.	
Total cost of above equipment.....	\$750,098.63
Average cost of equipment per mile of road operated.....	3,333.77

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

	Miles.
Total number of miles run by passenger trains during the year ending June 30, 1884.....	311,236
Number of miles run by freight and mixed trains during the year ending June 30, 1884.....	491,897
Total mileage.....	803,133
Mileage of empty freight cars.....	1,870,836

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed for express passenger trains.....	30
Schedule rate of same, including stops.....	22
The highest rate of speed allowed for mail and accommodation trains.....	30
Schedule rate of same, including stops.....	22
The highest rate of speed allowed for freight trains.....	18
Schedule rate of same, including stops.....	12

TARIFFS.

Average rate per mile for through passengers during the year.....	3 $\frac{8}{100}$ cts.
Average rate per mile for local passengers during the year.....	
Average rate per mile per ton (of 2,000 lbs.) for through freight.....	1 $\frac{31}{100}$ cts.
Average rate per mile per ton (of 2,000 lbs.) for local freight..	

CHARACTER OF SERVICE.

	Number of Per- sons employed.
General Superintendents.....	1
Clerks in all offices.....	27
Master and assistant mechanics.....	2
Conductors.....	30
Engineers.....	34
Brakemen.....	78
Flag men, switch tenders, gate keepers and watchmen.....	4
Station agents.....	30
Section men.....	322
Other employes.....	472

DOINGS OF THE YEAR IN TRANSPORTATION—CONCLUDED.

TONNAGE.

	Tons.
Grain	139,965
Agricultural products except grain	10,790
Flour and meal.....	87,363
Provisions.....	9,330
Manufactures	9,930
Animals.....	4,176
Lumber.....	175,117
Other forest products.....	103,501
Iron, lead and mineral products.....	2,823
Stone, brick, lime, cement, sand, etc.....	30,245
Coal.....	165,120
Merchandise and other articles.....	55,679
Total.....	794,039

PASSENGERS.

Number of passengers carried during the year ending 30th of June, 1884.....	294,492
Total passenger mileage or passengers carried one mile	9,381,714
Average distance traveled by each passenger.....	31 $\frac{85}{100}$

FUEL CONSUMED.

Cords of wood consumed.....	36,330
Tons of coal consumed	8,263 $\frac{1}{2}$

FREIGHT HAULED.

Average amount of freight hauled per car	6 tons.
Average amount of freight hauled per train	91 tons.

STATISTICS OF TRAFFIC.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING NORTHWARD.

STATIONS.	Wheat.	Other Grain.	Flour.	Other products.	Lumber.	Other products of the forest.	Miscellaneous freight.
	Bushels	Bushels,	Bbls.	Tons.	1000ft.	Tons.	Tons.
St. Paul	394,450	403,130	11,921	18,424	1,864	22	14,078
Minneapolis	70,038	90,956	222,622	4,712	62	12	5,252
East Minneapolis	210,030	3,135	347,734	8,217	737	286	701
Stillwater	7,783	1,734	35,562	2,299	214	14	3,002
White Bear	400	17	1	1,011	12	285	1,626
Forest Lake	567	35	3	396	.....	.....	2
Wyoming	4	72	7	414	1	13	49
Centre City .....	.....	.....	1	4	.....	.....	7
Taylor's Falls .....	.....	.....	55	51	6	.....	34
North Branch	1,053	228	184	2,699	31	276	119
Harris .....	.....	40	20	2,371	.....	206	56
Rush City .....	.....	620	26	1,101	45	24	213
Grantsburg .....	.....	4	.....	61	.....	.....	1
Rock Creek	1	695	1	417	554	.....	80
Pine City .....	.....	.....	31	40	126	234	77
Mission Creek .....	.....	.....	.....	1	53	.....	11
Hinckley .....	.....	1,189	132	83	175	.....	50
Kettle River .....	.....	.....	3	38	7	.....	6
Sturgeon Lake .....	.....	.....	11	12	.....	197	3
Moose Lake .....	.....	257	106	17	972	99	31
Barnum .....	.....	.....	.....	.....	.....	.....	1
Mahtowa .....	.....	120	.....	91	558	842	23
N. P. Junction .....	.....	312	188	40	246	.....	100
Knife Falls .....	.....	.....	.....	32	29	.....	144
Thomson .....	.....	.....	.....	40	328	55	17
Fond du Lac .....	.....	.....	.....	2,624	7	35	3
Duluth .....	.....	.....	.....	1,224	.....	420	.....
St. P. M. & M. Ry.	2,761,911	83,357	84,503	472	.....	25	369
C. M. & St. P. Ry. ....	.....	.....	.....	240	.....	.....	2,556
C. St. P. M. & O. Ry.	17,971	15,800	.....	24	.....	.....	127
M. & St. L. Ry. ....	.....	.....	.....	80	.....	.....	881
Total of each class..	3,464,208	601,701	703,111	47,235	6,027	3,045	29,519
Total of each class } in tons.....	103,926	15,044	70,311	47,235	10,549	3,045	29,519

Total tons northward, 279,629

STATISTICS OF TRAFFIC—CONCLUDED.

ABSTRACT OF COMMODITIES SHIPPED FROM STATIONS—GOING SOUTHWARD.

STATIONS.	Wheat.	Other	Flour.	Other	Lumber.	Other pro-	Mdse. and
	Bushels.	Grain.	Bbls.	products.	1,000 ft.	ducts of	miscellan's
		Bush.		Tons.		the forest.	freight.
						Tons.	Tons.
Minneapolis.....					8		2
East Minneapolis.....				40	265	113	107
Stillwater.....	132,930	12	945	5,093	18,793	1,743	9,834
White Bear.....	2,472			2,475	41	3,564	109
Forest Lake.....	466	40	2	33		4,601	28
Wyoming.....	24,757	55	3	35		4,698	81
Centre City.....		3	4	32		10,940	28
Taylor's Falls.....	69,753	40	174	167	239	3,258	137
North Branch.....	25,084		7	75	50	1,464	146
Harris.....	19,770		2	247	47	2,437	64
Rush City.....	28,812	1,048	25	46	603	11,540	169
Grantsburg.....	4,016	17	21	36	80	1,493	15
Rock Creek.....		6	15	21	3,522	22,611	51
Pine City.....	29		20	38	587	9,780	153
Mission Creek.....				10	8,087	4,709	17
Hinckley.....		80	69	140	3,695	1,872	176
Kettle River.....			3	15	1,585	3,368	37
Sturgeon Lake.....				13	340	388	16
Moose Lake.....		9	22	127	3,058	3,824	182
Barnum.....					115		1
Mahtowa.....			1	68	2,566	515	39
N. P. Junction.....		600		78	6,092	817	81
Knife Falls.....				25	18,355	192	81
Thomson.....			8	14	3,413	1,286	21
Fond du Lac.....				2,500	48	632	15
Duluth.....	389,307	1,061	3,725	1,522	25,733	131	202,179
Total of each class..	697,396	2,971	5,046	12,856	97,322	95,976	213,769
Total of each class in tons.....	20,920	73	504	12,856	170,312	95,976	213,769

Total tons southward, 514,410.

REVENUES AND RECEIPTS.

STATIONS.	FREIGHT.			PASSENGERS.		
	Tons Forwarded	Tons Received.	Revenue.	No. From.	No. To.	Revenue.
Duluth.....	262,586	220,708	\$394,948 80	20,805	20,752	\$58,298 78
Oncota.....				431	1,098	
Spirit Lake.....				266	592	
Fond du Lac.....	5,906	449	845 45	1,201	1,414	487 94
Thomson.....	7,983	1,074	4,130 59	1,560	1,655	1,626 26
Knife Falls.....	32,548	2,618	12,792 23	2,739	2,618	2,367 65
N. P. Junction.....	12,246	6,762	15,077 91	7,393	7,325	7,696 01
Mahtawa.....	7,041	865	1,090 18	685	720	593 05
Barnum.....	202	29	81 13	1,652	1,934	34 80
Moose Lake.....	11,351	1,168	3,932 99	2,334	2,440	1,815 45
Sturgeon Lake.....	1,230	117	236 14	355	303	191 35
Kettle River.....	6,247	506	1,533 95	807	976	764 70
Millet.....				73	141	
Hinck City.....	9,152	41,102	34,746 78	4,480	4,898	5,891 30
Mission Creek.....	18,991	390	1,440 46	480	754	391 55
Pine City.....	11,576	1,924	4,500 10	4,180	4,330	3,247 50
Rock Creek.....	30,335	4,098	5,660 05	2,465	2,630	1,412 10
Grantsburg.....	1,862	529	2,196 28	703	737	772 25
St. Croix.....				8	19	
Rush City.....	15,140	5,918	6,869 62	6,755	6,739	5,353 55
Harris.....	6,061	1,214	4,563 39	2,512	2,525	2,432 00
North Branch.....	5,730	1,936	5,614 45	3,481	3,525	2,930 65
Stacy.....				304	335	
Taylor's Falls.....	6,191	2,617	7,657 90	6,648	7,402	6,514 40
Franconia.....				678	399	
Centre City.....	11,012	873	863 08	2,344	2,824	1,779 35

REVENUES AND RECEIPTS — CONCLUDED.

STATIONS.	FREIGHT.			PASSENGERS.		
	Tons. Forwarded	Tons Received.	Revenue.	No. From.	No. To.	Revenue.
Lindstrom.....				722	700	
Chicago City.....				607	746	
Wyoming.....	6,041	641	1,417 00	2,445	2,654	1,458 90
Forest Lake.....	5,095	765	1,087 49	2,920	2,980	1,182 90
Rice's Creek.....				35	56	
Centerville.....				4,254	1,452	
Stillwater.....	63,164	36,379	56,978 94	22,370	21,827	20,801 20
Summit.....				77	74	
Mahtomedi.....				4,254	3,586	
Minneapolis.....	89,106	130,224	100,037 11	14,634	21,028	21,401 47
White Bear.....	9,251	6,489	5,795 13	66,084	68,841	6,661 62
Posts.....				8,141	10,387	846 80
St. Paul.....	58,892	211,520	203,241.12	95,377	81,066	98,570 70
Other Railroads.....	99,100	113,824	109,161 75			13,741 62
Condrs cash.....						*19,489 50
Totals.....	794,039	794,039	\$986,500.02	294,492	294,492	\$286,755 40

EARNINGS DURING THE YEAR ENDING JUNE 30TH, 1884.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

MONTHS.	Freight.	Passengers.	Mails.	Express.	Miscellaneous.	Totals.
July, 1883.....	\$94,265.04	\$41,053.98	\$800.42	\$1,394.42	\$410.26	\$137,924.12
August, 1883.....	103,242.61	34,554.50	1,135.67	1,079.44	554.70	140,566.92
September, 1883.....	116,121.27	24,315.24	1,185.85	862.17	393.61	142,878.14
October, 1883.....	134,502.44	25,746.78	1,185.85	1,076.71	407.63	162,918.81
November, 1883.....	114,957.51	24,720.00	1,232.03	813.75	6.39	141,729.68
December, 1883.....	68,172.07	17,851.68	1,099.21	766.38	523.85	88,413.19
January, 1884.....	54,750.56	14,430.22	1,164.19	679.25	469.49	71,493.71
February, 1884.....	39,863.94	10,754.70	1,164.19	676.16	2,491.74	54,950.73
March, 1884.....	51,684.83	18,341.38	1,164.19	679.72	542.21	72,412.33
April, 1884.....	59,612.03	21,263.51	1,164.19	691.03	628.91	83,359.67
May, 1884.....	71,933.91	25,573.78	1,164.19	848.81	1,202.72	100,723.42
June, 1884.....	77,393.81	30,149.63	1,164.19	1,159.99	799.99	110,667.61
Totals.....	\$986,500.02	\$288,755.40	\$13,624.17	\$10,727.83	\$8,430.91	\$1,308,038.33

EARNINGS DURING THE YEAR ENDING JUNE 30TH, 1884—CONCLUDED.

Total tariff earnings for the year ending 30th of June, 1884.....	\$1,275,255 42
Total earnings from other sources for the year ending 30th of June, 1884.....	32,782 91
Total earnings for year—entire line.....	\$1,308,038 33
Total passenger earnings in Minnesota.....	\$288,135 82
Total freight earnings in Minnesota.....	985,642 58
Total miscellaneous earnings in Minnesota.....	32,776 41
Total earnings in Minnesota.....	\$1,306,554 81
Wisconsin proportion of Grantsburg Branch earnings.....	\$1,483 52
Earnings in Minnesota.....	1,306,554 81
	<u>\$1,308,038 33</u>

What per cent is the earnings in Minnesota of the earnings of the entire line? 99.88 per cent.

Of the earnings of the entire line, what is the ratio of the passenger to the freight? As 1 is to $3\frac{1}{2}$.

Average gross earnings per mile [225 miles] of track, exclusive of sidings.....	\$5,369 06
Average gross earnings per train mile.....	1 63
Average net earning per mile [225 miles] of track, exclusive of sidings.....	1,270 81
Average net earnings per train mile.....	35

EXPENSES DURING THE YEAR ENDING JUNE 30, 1884.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way.....	\$198,828 46
Maintenance of buildings.....	13,029 59
Maintenance of rolling stock—	
Locomotives.....	\$51,260 70
Passenger, baggage, mail and express cars.....	30,184 56
Freight cars.....	69,347 52
Conducting transportation—	
Motive power and care.....	211,605 19
Train employes.....	60,663 19
Agents and station labor.....	83,716 94
Other expenses conducting transportation.....	70,470 60
General expenses—	
Salaries of officers.....	35,425 53
Office and clerical expenses }	
Legal expenses.....	972 39
Other general expenses.....	14,757 91
Total operating expenses, entire line, being 64.24 per cent of earnings.....	840,262 58
Total operating expenses in Minnesota.....	836,279 69
Average operating expenses per mile (225 miles) of track, exclusive of sidings.....	3,736 72
Average operating expenses per train mile.....	1 04
Excess of earnings over operating expenses.....	467,775 75

EXPENSES DURING THE YEAR ENDING JUNE 30, 1884—CONCLUDED.

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year.....	\$16,346 93
Additional equipment during the year.....	76,941 05
Taxes—State.....	38,019 78
For interest on bonds.....	50,000 00
Dividends (rate $3\frac{1}{2}$ per cent) on preferred stock for 6 months ending Dec. 31, 1883.....	175,413 00
Lease or privilege of other roads (giving names and amount paid each)—	
Stillwater & St. Paul R. R. Co.....	\$20,000 00
Minneapolis & St. Louis Ry. Co. (M. & D, branch).....	16,567 44
Use of Manitoba track and passenger depot at Minneapolis.....	2,400 00
Sinking fund account N. W. Equipment Trust Co....	49,833 25
Rent of Taylors Falls & Lake Superior R. R.....	6,300 00
Interest and exchange—Credit.....	95,100 69
Total payments in addition to operating expenses.....	1,277 05
Stock dividend to June 30, 1884, and balance, dividend for 6 months ending June 30, 1882.....	450,544 40
	350,182 00
Total.....	\$800,726 40
Additional equipment bought during year ending June 30, 1884—	
New locomotives.....	3
New caboose cars.....	2
New box cars.....	100
Total.....	105

New steel rails laid, 3,171 tons, which was not included in construction account, but charged out under the head of "Renewal of Rails."

What is your estimate of the cost to you per ton per mile for the transportation of freight? One cent.

What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? Trains must come to a full stop 400 feet before crossing. Yes.

What regulations govern your employes in regard to crossings of public highways, and are these regulations found to be sufficient? Sound whistle and ring bell 80 rods before crossing and continue ringing bell until crossed. Flagmen at city crossings. Yes.

What platform and coupler between passenger cars do you use? Miller.

What kind of brakes do you use on passenger trains? Westinghouse automatic brake.

U. S. MAIL.

What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service? \$1,164.19 per month.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freight at the depot, or at the office of such express companies? U. S. Express Company receives and delivers merchandise at cars, pays \$650 per month for 130,000 pounds and all in excess of 130,000 pounds they pay us one and a half first class freight rates.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and what terms and on what condition as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? None.

LANDS—(CONGRESSIONAL GRANT).

(Year ending June 30, 1884.)

State the number of acres of land your company has already received from the Congressional land grant.....	847,588.47
State the number of acres yet to inure to your company from Congressional grant.....	144,414.53
State the average price at which lands have been sold or contracted by the company during the year ending June 30, 1884.....	\$4.14
State the number of acres sold and contracted to be sold during the year ending June 30, 1884.....	15,177.94
State the amount received from sales during the year ending June 30, 1884.....	\$73,533.95
State the amount received from outstanding contracts during the year ending June 30, 1884.....	
State the amount received from forfeited contracts, stumpage, etc. (including interest on deferred payments received by the company, during the year ending June 30, 1884.....	77,725.97
State the gross amount received from sales, contracts, forfeited contracts, stumpage, etc., up to June 30, 1884.....	151,259.92

STATE OR SWAMP LAND GRANT.

State the number of acres of land your company has already received from the State or swamp land grant.....	635,584.66
State the number of acres yet to inure to your company from State or swamp land grant.....	58,815.34
State the average price at which these lands are now offered for sale by the company.....	Not kept separate.
State the average price at which lands have been sold or contracted by the company during the year ending June 30, 1884.....	
State the number of acres sold during the year ending June 30, 1884.....	
State the number of acres contracted to be sold during the year ending June 30, 1884.....	
State the amount received from sales during the year ending June 30, 1884.....	
State the amount received from outstanding contracts during the year ending June 30, 1884.....	
State the amount received from forfeited contracts, stumpage, etc. (including interest on deferred payments, received by the company), during the year ending June 30, 1884.....	
State the gross amount received from sales, contracts, forfeited contracts, stumpage, etc., up to June 30, 1884.....	

ADDITIONAL QUESTIONS.

Date of original charter of the road and that of any road consolidated with it, and the names of the companies. Date of original charter, May 23, 1857; property of the Lake Superior & Mississippi R. R. Company; was sold upon foreclosure in the United States Circuit Court, May 1, 1877; bought for the benefit of the stockholders. New company organized June 27, 1877.

Rates and dates of all cash dividends on stock of original and consolidated companies so far as known. February 12, 1882..... $1\frac{1}{2}$ per cent.
 May 15, 1882..... $1\frac{1}{2}$ per cent.
 November 24, 1882..... $3\frac{1}{2}$ per cent.
 June 18, 1883..... $3\frac{1}{2}$ per cent.
 December 21, 1883..... $3\frac{1}{2}$ per cent.

Date when main line [giving termini and length] was put in operation. Completed, from St. Paul to Duluth, 155 miles, August 1, 1870.

LANDS—(CONGRESSIONAL GRANT)—CONCLUDED.

Date of the commencement of operating of each branch line, giving termini and length. Commenced to operate White Bear to Stillwater (Stillwater & St. P. R. R. Co.) 12½ miles, Oct. 25, 1875. Leased for 999 years, also T. F. & L. Sup. Ry., Wyoming to Taylors Falls, 20¾ miles, which we have operated from August 1, 1882, and also the Minneapolis & Duluth branch, from White Bear to Minneapolis, 13½ miles, leased from M. & St. L. Ry., for 99 years. Commenced its operation August 1, 1882. Grantsburg branch was opened for business from Rush City to Grantsburg, 17 miles, January 24, 1884.

Roads operated under lease (whether temporary or permanent), giving name, termini, length, address of lessors and terms of lease. Stillwater Branch (Stillwater & St. P. R. R. Co.) rental \$20,000 per annum. Minneapolis Branch (M. & St. Louis Ry Co.) rental 35 per cent of earnings.

What running arrangements have you with other railroad companies, setting forth the contracts for the same. We operate, jointly, with the N. P. R. R. Co., the 24 miles from N. P. Junction to Duluth, and own one-half interest in the same.

ACCIDENTS.

STATEMENT OF EACH ACCIDENT.

July 16, 1883.	T. Koester, killed, run over by cars at Stillwater.
Aug. 7, "	M. Johnson, injured, train backed into wagon at Stillwater, bruised
Aug. 7, "	M. Olson, injured, train backed into wagon at Stillwater, bruised.
Aug. 24, "	E. Griffin, employe, injured, leg cut while getting on engine at St. Paul.
Aug. 10, "	Jos. Smith, employe, injured, stepped on brush scythe at St. Paul, arm cut.
Aug. 20, "	Aug. Kaesel, injured, pushed off track by engine at St. Paul, head hurt.
Aug. 29, "	Aug. Kegel, employe, injured, loading iron N. P. Junction, hand smashed.
Sept. 5, "	Jos. Lambert, employe, injured, coupling cars at Stillwater, collar bone broken.
Oct. 12, "	John Olson, employe, injured, hand car jumped track at Cottage Park, knee bruised.
Oct. 5, "	E. Laufer, employe, injured, fell off car at Forest Lake, back hurt.
Sept. 17, "	M. Sweeney, employe, injured, under car at Duluth, engine backed, collar bone broken.
Oct. 9, "	Thos. Keogan, employe, injured, coupling cars at Folsom, shoulders pinched.
Oct. 20, "	W. Hurst, employe, injured, broke finger joint coupling cars at St. Paul.
Oct. 27, "	E. P. Gilman, employe, killed, fell between cars at Hinckley.
Oct. 8, "	John Geiger, employe, injured, right arm cut off at N. P. Jct. pulling pin.
Nov. 10, "	Nels Peterson, employe, injured, loading railroad iron at St. Paul, two toes cut off.
Nov. 3, "	W. G. Chelton, employe, injured, knocked off cars at St. Paul, leg broke.
Dec. 29, "	J. Dycken, employe, injured, hand bruised coupling cars at Pine City.
Dec. 31, 1883.	F. Horey, employe, injured, slipped of engine at Hinckley, knee cut.

ACCIDENTS—CONCLUDED.

- Jan. 2, 1884. J. Drenny, employe, injured, stick of wood fell on his head at Brown's Hill.
- Jan. 22, " J. C. Hargan, employe, injured, finger cut off coupling cars at Wyoming.
- Aug. 9, " W. E. Hutter, employe, injured, squeezed between cars while coupling, at Grantsburg.
- Mch. 10, " Jno. Scanlon, employe, injured, finger pinched while coupling cars at White Bear.
- Mch. 14, " W. J. Thomson, employe, injured, thumb cut off while coupling cars at Fond du Lac.
- April 17, " J. G. Belleville, employe, injured, lumber fell off car at Rock Creek, broke his leg.
- May 21, " E. Crawford, employe, killed, foot caught in guard rail, cut off, died at White Bear.
- June 6, " Charles Tart, employe, injured, foot caught in guard rail at Stillwater, bones broken.
- Dec. 4, 1883. H. Jackson, employe, injured, fell off car and hurt his back at White Bear.
- Dec. 21, " Jos. Lambert, employe, killed, caught between cars at Stillwater while coupling.
- June 15, 1884. G. McDonough, jumped off train in motion at St. Paul, leg crushed.
- May 19, " Chas. Lee, employe, injured, fell from train and hurt his side, at Moose Lake.
- Jan. 10, " An unknown employe, injured, coupling cars at St. Paul, two fingers broke.
- Nov. 22, 1883. W. Neski, employe, injured, bar of iron, smashed his toe at Stillwater.
- Jan. 11, 1884. C. Dustler, employe, injured, coupling cars at St. Paul, collar bone hurt.
- July 20, 1883. Jno. Carlson, employe, injured, head hurt by jumping on cars at Stillwater.
- Oct. 14, " E. M. Gilman, employe, injured, coupling engine at Duluth, thumb smashed.
- Jan. 26, 1884. A. Pekard, boy, injured, laying under cars at St. Paul, cut in leg.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY. } ss.

W. H. Fisher, General Superintendent, and F. W. Davis, Auditor, of the St. Paul & Duluth Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1884, to the best of their knowledge and belief.

{ SEAL }
{ OF R. B. }

(Signed,) W. H. FISHER, General Supt.
F. W. DAVIS, Auditor.

Subscribed and sworn to before me, at St. Paul, this tenth day of November, A. D. 1884.

[SEAL.]

J. W. SWENSON,
Notary Public, Ramsey County, Minnesota.

REPORT

OF THE

St. Paul, Minneapolis & Manitoba Railway Company,

FOR THE YEAR ENDING JUNE 30, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
J. J. Hill.....President	.....St. Paul.
John S. Kennedy.....Vice President	.....New York.
E. Sawyer.....Secretary	.....St. Paul.
R. B. Galusha.....Solicitor	.....St. Paul.
E. Sawyer.....Treasurer	.....St. Paul.
A. Manvel.....General Manager	.....St. Paul.
E. B. Wakeman.....Asst. Gen. Supt.	.....St. Paul.
C. C. Smith.....Chief Engineer	.....St. Paul.
W. S. Alexander.....Gen. Traffic Manager	.....St. Paul.
C. H. Warren.....General Ticket Agent	.....St. Paul.
A. L. Mohler.....General Freight Agent	.....St. Paul.
S. S. Breed.....Auditor	.....St. Paul.
J. B. Power.....Land Commissioner	.....St. Paul.

General offices of the company, St. Paul, Minnesota.

General office in this State, St. Paul, Minnesota.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
J. J. Hill.....	.....St. Paul.	Geo. Stephen.....	..... Montreal.
John S. Kennedy.....	.....New York.	D. A. Smith.....	..... Montreal.
D. Willis James.....	.....New York.	Marshall Field.....	..... Chicago.
Samuel Thoms.....	.....New York.		

J. J. Hill.....	} Executive Committee.
John S. Kennedy.....	
D. Willis James.....	
Geo. Stephen.....	

Date of annual election of directors, August 15.

Name and address of person to whom correspondence, concerning this report, should be directed, A. Manvel.

272 ANNUAL REPORT OF THE RAILROAD COMMISSIONER.

CAPITAL, STOCK, DEBTS, ETC.

Capital stock authorized..... \$20,000,000

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash..... 20,000,000

Total common stock..... \$20,000,000

DEBTS, ETC.

BONDED DEBT.

First mortgage, St. Paul & Pacific, due July 1, 1892, rate of interest 7 per cent.....	\$366,000.00
First mortgage bonds, due July 1, 1909, rate of interest 7 per cent.....	5,350,000.00
Second mortgage bonds, due October 1, 1909, rate of interest 6 per cent.....	8,000,000.00
Dakota Extension bonds, due November 1, 1910, rate of interest 6 per cent.....	5,676,000.00
Consolidated mortgage bonds, due July 1, 1933, rate of interest 6 per cent.....	11,976,000.00
Total bonded debt.....	\$31,368,000.00

FLOATING DEBT.

No floating debt except current monthly pay rolls and unpaid monthly vouchers.

Total amount of paid up stock and debt..... \$51,368,000.00

Amount of stock and debt per mile of road..... 36,761.01

COST AND VALUE OF ROAD AND EQUIPMENT.

Total cost of construction and equipment.....	\$52,010,872.84
Less land grant bonds redeemed.....	2,650,000.00
	\$49,360,872.84
Average cost of road and equipment per mile [1,397.35 miles]	35,324.70
The value of all other property owned by the corporation.....	3,250,664.87

LENGTH OF ROAD, ETC.

MAIN LINE.	MILES.	
	Entire Length.	Length in Minnesota.
Length of main line of road from St. Paul to boundary line at St. Vincent.....	393.21	393.21
Length of main line of road from Minneapolis Junction to boundary line at Neche	413.61	257.71
	806.82	650.92
Length of double track on main line, 24.50 miles.		
<i>Branches.</i>		
East St. Cloud to Sauk Rapids.....	1.94	1.94
Lake Junction (at Wayzata) to Spring Park.....	5.93	5.93
Morris Junction to Brown's Valley.....	46.68	46.68
Wahpeton to Portland.....	99.82	.....
Ripon to Hope.....	29.77	.....
Everest to Mayville.....	45.62	.....
Minneapolis to St. Cloud (via Osseo and Clear Water)	62.94	62.94
St. Cloud to Hinckley.....	66.51	66.51
Sauk Centre to Eagle Bend.....	35.98	35.98
Fergus Falls to Pelican Rapids.....	21.58	21.58
Crookston Junction to Devils Lake.....	113.43	22.91
Shirley to St. Hilaire.....	21.61	21.61
Moorhead to Halstad	34.09	34.09
Hamline to University Switch	3.34	3.34
	1,396.06	974.43
Aggregate length of sidings and other track not above	193.33	161.71
Number of miles of iron rails	466.28	190.32
Number of miles of steel rails (includes 24½ miles of second track).....	954.28	808.61
Aggregate length of track operated by this company, computed as single track (not including side tracks).....	1,420.56	998.93
Gauge of road, 4 feet 8½ inches.		

CHARACTERISTICS OF ROAD.

STATIONS.

Number of stations on line of road in Minnesota, 154.
 Number of "common points" in Minnesota, 10.

FENCING.

Number of miles of fencing on the road, and kind—628 miles of wire fence, 177 miles of board fence, 8½ miles of rail and pole fence. Total fencing, 813½ miles.

CHARACTERISTICS OF ROAD—CONCLUDED.

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality?
 St. Paul & Duluth Railroad, at Minneapolis; Northern Pacific Railroad,
 at Moorhead and Glyndon; Little Falls & Dakota Railroad, at Sauk Cen-
 tre; Wadena, Fergus Fall & Black Hills Railroad, at Fergus Falls and
 Breckenridge.

EQUIPMENT.

Number of locomotives of more than 40 tons weight, exclusive of tender.	51
Number of locomotives of more than 30 tons weight, exclusive of tender..	134
Number of locomotives of more than 20 tons weight, exclusive of tender..	16
Total locomotives.....	201

Number of first-class passenger cars (includes 19 sleeping cars and 3 busi- ness and pay cars.....)	92
Number of second-class passenger cars.....	27
Number of express and baggage cars.....	44
Number of box, freight and stock cars.....	3,153
Number of flat and coal cars.....	1,600
Number of other cars.....	232

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE.

Total number of miles run by passenger trains during the year ending June 30, 1884.....	1,182,111
Number of miles run by freight and mixed trains during the year ending July 30, 1884.....	1,782,670
Total mileage.....	2,964,781
Mileage of empty freight cars.....	10,050,173

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed for express passenger train...	35 to 40
Schedule rate of same, including stops.....	20 to 28
The highest rate of speed allowed for mail and accommodation trains.....	35 to 40
Schedule rate of same, including stops.....	20 to 28
The highest rate of speed allowed for freight trains.....	18
Schedule rate of same, including stops.....	10 to 15

TARIFFS.

Average rate per mile for through passengers during the year ...	2.838 cts.
Average rate per mile for local passengers during year.....	3.460 cts.
Average rate per mile per ton (of 2,000 lbs.) for through freight	1.560 cts.
Average rate per mile per ton (of 2,000 lbs.) for local freight....	1.832 cts.

DOINGS OF THE YEAR IN TRANSPORTATION—CONCLUDED.

CHARACTER OF SERVICE.

	Number of persons employed.
Division and assistant superintendents.....	5
Clerks in all offices.....	218
Master and assistant mechanics.....	8
Conductors.....	102
Engineers.....	130
Brakeman.....	222
Flag men, switch tenders, gate keepers and watchmen	63
Station agents.....	151
Section men.....	1,585
Laborers.....	645
Other employes.....	1,611

TONNAGE.

	Tons.
Grain.....	637,266
Agricultural products except grain	17,463
Flour and meal	49,578
Provisions.....	7,654
Manufactures.....	25,920
Animals.....	16,651
Lumber.....	196,743
Other forest products.....	92,601
Iron, lead and mineral products.....	16,613
Stone, brick, lime, cement, sand, etc.....	50,135
Coal.....	62,923
Merchandise and other articles.....	145,196
Total.....	1,318,743

PASSENGERS.

Number of passengers carried during the year ending 30th of June, 1884.....	1,146,877
Total passenger mileage or passengers carried one mile.....	53,494,372
Average distance traveled by each passenger	46.644 miles.

FUEL CONSUMED.

Cords of wood consumed.....	14,502½
Tons of coal consumed.....	148,585

FREIGHT HAULED.

Average amount of freight hauled per car (loaded and empty) ..	Tons. 9,535
Average amount of freight hauled per train	190,891
Number of tons of freight carried one mile.....	340,347,879

ABSTRACT OF COMMODITIES SHIPPED. YEAR ENDING JUNE 30, 1884.

STATIONS.	EAST.						WEST.							
	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other Forest Products.	Miscellaneous Mdse.	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other Forest Products.	Miscellaneous Mdse.
	Bushels.	Bushels.	Barrels.	Tons.	Feet.	Tons.	Tons.	Bushels.	Bushels.	Barrels.	Tons.	Feet.	Tons.	Tons.
St. Paul.....	190,699	625		47	355,750	120	1,413	142,958	33,571	1,681	5,868	16,623,033	3,581	61,122
Rice St.....								732,034				578,695	273	824
Hamline.....	29,723							108,050	12,249		10,273	4,569,210	1,446	69,117
Minnesota Transfer ..	33,275							3,565	500	416	103	7,108,270	297	783
Minneapolis Junction ..			100											
East Minneapolis.....	167,128	625							417	61	363	5,423,915	3,385	3,786
Minneapolis.....	80,134	24,139						13,272	35,699	2,517	3,349	7,718,595	1,425	37,286
Anoka.....			1						844	211	96	8,941,060	243	344
Itaska.....														
Elk River.....	443													
Big Lake.....	9,104	15	32,269	269					410	383	113	67,625	31	22
Becker.....	16,634	786												
Clear Lake.....	42,954	31												
Stone Quarry.....														
East St. Cloud.....														
Sauk Rapids.....	2,002	155	37,905	46										
St. Cloud.....	56,366	733	855	286										
Foley.....														
St. Francis.....														
Oak Park.....														
Estes Brook.....														
Bridgman.....														
Milaca.....														
Ground House.....														
Mora.....														
Pokegama Creek.....														
Hinckley.....														
St. Joseph.....														
Collegeville.....														
Avon.....														
Albany.....														
Freepot.....														
Meirose.....														
Sauk Centre.....														

ABSTRACT OF COMMODITIES SHIPPED. YEAR ENDING JUNE 30, 1884.—CONTINUED.

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY.

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STATIONS.	EAST.						WEST.							
	Wheat. Bushels.	Other Grains. Bushels.	Flour. Barrels.	Other Products. Tons.	Lumber. Feet.	Other Forest Products. Tons.	Miscel- laneous Mdse. Tons.	Wheat. Bushels.	Other Grains. Bushels.	Flour. Barrels.	Other Products. Tons.	Lumber. Feet.	Other Forest Products. Tons.	Miscel- laneous Mdse. Tons.
Little Sauk.....	485		94				1			195	7			
Long Prairie.....	50,078	8	5	10	395,775	577	31			99	2	23,275	1,454	21
Browerville.....	22,226				147,200		43				1	226,375	555	15
Clarissa.....			2		108,790	93	34			5			69	
Eagle Bend.....	50											5,000	481	
West Union.....	3,538	625		39	11,810	1,368	3					10,000	24	2
Osakis.....	67,279	100	10	11		62	45					11,000	89	105
Nelson.....	12,537			157		837	303	110					421	1
Alexandria.....	263,739	1	711			794		273	1,768	669	172	16,675	87	1,067
Garfield.....	36,645			1		776	1							1
Brandon.....	199,068			32			39	44	22	51	96	695	8	7
Evansville.....	275,028	7	2	44			138	400	1,000		94	56,540		929
Ashby.....	136,516	6	2	17			33	467	19		51			49
Dalton.....	139,140			6			3	90	80		23	1,250		11
Fergus Falls.....	41,208	13	36,650	186	68,035	15	368	2	33	12,250	521	387,667	42	922
Elizabeth.....	73,333		6		62	98	916			1			1,061	37
Erhart.....	40,708			1			2					62,500	631	1
Pelican Rapids.....	160,761	625	1,830	136	138	156	248	2,500		9,110	37		3,865	215
Carlisle.....	23,702			3			3				1			1
Rothsay.....	167,210	83		5			35	89		1		25,000		32
Lawndale.....	26,264													
Manston.....	11,939						1	18						1
Atherton.....	14,053													
Barnesville.....	85,603	384	6	40	5,750		48	4,375						233
Sabin.....	89,907	34		2	7,500		1	1,832	2,559	7	4	9,545	12	244
Kragis.....	140,345			4				1,500	1,041		13	6,000		6
Georgetown.....	38,306	625					3							
Lee.....	45,123	1,187	5				2							
Hendrum.....	52,277						3							
Halshead.....	82,185			1	10,950		8							
Moorhead.....	128,322	65	162	84	30,812	21	25							
Downer.....	1,726						220	500						401
Glyndon.....	23,164		1	22	35,270		42	285	3,498	222	116	137,530	47	244
Averill.....	2,876													

ABSTRACT OF COMMODITIES SHIPPED. YEAR ENDING JUNE 30, 1884—CONTINUED.

STATIONS.	EAST.					WEST.								
	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other Forest Products.	Miscellaneous Mdse.	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Other Forest Products.	Miscellaneous Mdse.
	Bushels.	Bushels.	Barrels.	Tons.	Feet.	Tons.	Tons.	Bushels.	Bushels.	Barrels.	Tons.	Feet.	Tons.	Tons.
Felton.....	27,571	824	2	22			13	333						2
Borup.....	333			89			1							
Ada.....	439,935	3,103	26	39	1,750		259		1,134	72	16	10,208		158
Rolette.....	43,856			3			2			4	10			3
Beltrami.....	77,416	5,297		6			7		971		2			14
Russia Farm.....	6,114													
Kittson.....	38,793													
Carman.....	39,990	17		1				1,500						
Sampson Mill.....				40										
Crookston.....	379,422	8,458	18,202	254	17,510	11	728	711	16,277	2,293	191	122,180	2	1,718
Shirley.....	8,291								800					
Ives.....	11,915	70	1,080	6	5,665	51	100							150
St. Hilaire.....	94,312	14,061		3	488		75						26	2
Euclid.....	57,386	2,824	50	20			52		14,575	2	1	475		17
Angus.....	198,945	9,901		42	12,048		54	50	398	51	4			28
Warren.....	119,928		2	13			54		945	1,165	43			146
Argyle.....	101,590	5,400		17			44						1	4
Stephen.....	16,960						10	674	1,190	9	2	142		18
Donaldson.....	83,360			2	1,500									
Kennedy.....	86,244	125		4			10	400		37	4			6
Hallack.....	22,054	529	2	3	1,000		59							19
Northcote.....	11,551						6		625		1			3
Humboldt.....	362,217	9,158	24,590	1,543	8,450	5	1,709							33
St. Vincent.....			2											
Parker.....				2			8		4		2			23
Osseo.....														
Maple Grove.....							16							
Hassan.....		80					2,625							
Crow River.....					947,573		4,316							
St. Michaels.....				1	15,000		49							1
Monticello.....	93,749	25	4	224	24,138	211	80	90		21	1			41
Fridley.....	302,180							34						1
Fishers Landing.....	51,583	1,139		4	1,325		108	34	1,316	5	5	14,875	185	193
Mallory.....							5	62	671		1			18

ABSTRACT OF COMMODITIES SHIPPED. YEAR ENDING JUNE 30TH, 1884—CONTINUED.

Stations.	EAST.						WEST.					
	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Miscellaneous Mdse.	Wheat.	Other Grain.	Flour.	Other Products.	Lumber.	Miscellaneous Mdse.
E. Grand Forks.					63	1				2		1
Silver Creek.				3	100	1						
Clear Water.	103,769	3	19	237	42,725	108		2		32	8,312	10
Cedar Lake.						271						
Minnetonka Mills.	6,819		3,300	278		45			67	108		3
Wayzata.	371			1		97		7	2		5,000	17
Minnetonka Beach.				20		23						
Long Lake.	14,725	3		109		41	21		1			18
Perry's Siding.				10								
Maple Plain.	1,834	96		3	8,050	31		3	1	2		16
Arnstrong.						1						
Delano.	167,171	2,458	14	116	70,205	525		50	9	5	3,038	88
Montrose.	61,010	25	3	17	49,475	24	24		3		875	74
Waverly.	60,070	164	63	79	116,175	483			271	11	92,475	36
Howard Lake.	120,809	3,638	12	299	15,000	462		20	2	5	2,150	31
Smith Lake.	29,710	2,316		33	29,125	456		53			500	10
Cokato.	159,705	5,564	1	54	23,775	481			1	21	48,710	56
Dassel.	110,406	5	105	913	120,188	107		15	31			59
Darwin.	60,270	2		3		5		6				1
Litchfield.	387,274	10,629	11,161	470	975	976	152		820	367	7,240	569
Grove City.	311,293	4,961	5	75	17	69		61	18	33		12
Atwater.	244,053	16,067	2	389	75	50	14	747	2	231	1,750	40
Kandiyohti.	104,868	2,519	2	11		22	175			1		4
Willmar.	355,249	19,550	111	613		386	3,166	3,290	222	232	27,050	77
St. Johns.	50,308	5,046		85		5				113	75	100
Kerkhoven.	218,533	40,042	1	128		44		5,825	2	44		6
Murdock.	91,627	66,346	2	97	5,112	27		4,417	1	1		1
De Graf.	29,826	20,895		22	5,305	733		733		858	14,725	119
Benson.	52,614	80,727	14,083	390		325		14,006	4,402	3		13
Clontarf.	6,411	7,137		2		16		35,994		108	375	46
Hancock.	126,876	120,582		227		48		5,638	1,690	93	20,182	856
Morris.	161,641	35,650	57	142	6,362	168	428					
Wheeler.	29,400	7,171										

BUSINESS AND RECEIPTS.

STATIONS.	FREIGHT.		PASSENGERS.		Total Revenue.
	Tons.	Revenue.	Number.	Revenue.	
St. Paul.....	108,893	\$517,088.10	270,825	\$391,736.93	\$908,825.03
Rice Street.....	32,238	10,698.05			10,698.05
Minnesota Transfer.....	94,418	659,806.00			659,807.00
Minneapolis Junction.....	17,995	47,227.88	18,311	2,580.87	49,788.75
East Minneapolis.....	20,196	56,197.15	27,183	12,510.07	68,707.22
Minneapolis.....	75,825	357,101.76	234,221	175,812.69	532,914.45
Fridley.....			1,172	703.03	703.03
Anoka.....	68,859	88,697.41	22,524	15,771.88	104,469.29
Itaska.....	329	320.22	1,426	1,206.42	1,528.64
Elk River.....	3,947	4,462.83	7,007	6,432.89	10,895.72
Big Lake.....	358	691.29	1,982	1,873.25	2,564.54
Becker.....	615	1,272.80	873	1,898.98	2,171.78
Clear Lake.....	15,133	14,421.00	2,005	2,199.90	16,620.90
Stone Quarry.....	55	55.55			55.55
East St. Cloud.....	221	110.26	468	817.36	927.62
Sauk Rapids.....	8,842	14,427.03	1,136	2,291.90	16,718.93
St. Cloud.....	4,651	13,027.99	21,681	32,131.65	45,159.64
Foley.....	5,022	7,061.63	865	247.32	7,308.95
St. Francis.....	677	533.18	60	57.91	591.09
Oak Park.....	7,299	12,696.94	517	450.11	13,147.05
Esterbrook.....	110	122.74			122.74
Bridgman.....	3,490	4,770.26	1,448	1,851.69	6,621.95
Milacca.....	1,957	4,727.31	1,082	1,827.46	6,554.77
Ground House.....	33	134.10	174	127.41	261.51
Bronson.....					
Mora.....	1,524	3,623.85	1,708	2,592.05	6,215.90
Pokegama Creek.....	10	35.69	76	58.05	93.74
Hinckley.....	105,090	381,500.33	1,291	1,761.28	383,261.61
St. Joseph.....	7,098	17,542.81	3,999	3,689.82	21,232.63
Collegeville.....	68	40.13	851	771.17	811.30
Avon.....	817	1,396.03	1,242	918.18	2,315.21
Albany.....	3,294	9,615.66	2,261	2,022.60	11,638.26
Freeport.....	1,430	4,744.96	1,035	1,080.78	5,825.74
Melrose.....	6,064	18,338.27	4,045	4,136.31	22,474.58
Sauk Centre.....	6,251	22,325.12	12,207	19,473.22	41,798.34
Little Sauk.....	51	130.73	576	294.92	425.65
Long Prairie.....	4,445	10,448.58	2,606	2,625.25	13,073.83
Browerville.....	2,028	4,946.06	938	552.48	5,498.54
Clarissa.....	415	692.01	422	212.20	904.21
Eagle Bend.....	1,862	4,338.90	269	296.36	4,635.26
West Union.....	214	522.18	647	619.64	1,141.82
Osakis.....	2,435	8,410.84	3,730	4,796.23	13,207.07
Nelson.....	1,658	2,820.88	455	353.98	3,174.86
Alexandria.....	10,669	36,000.88	10,960	16,384.91	52,385.79
Garfield.....	1,878	4,727.93	660	285.75	5,013.68
Brandon.....	6,163	23,295.62	3,103	3,304.88	26,600.50
Evansville.....	9,621	34,791.43	4,769	3,384.88	40,176.31
Ashby.....	4,260	17,054.27	3,246	3,936.58	21,017.85
Dalton.....	4,228	16,381.80	2,421	2,371.49	18,753.29
Parkdale.....	1	.27	280	115.00	115.27
Fergus Falls.....	9,092	30,784.84	25,076	58,396.83	89,181.67
Elizabeth.....	4,331	11,600.91	723	430.28	12,031.19
Erhart.....	1,981	6,497.72	274	174.57	6,672.29
Pelican Rapids.....	10,659	30,025.57	2,863	3,001.23	33,026.80
Carlisle.....	716	2,827.29	1,477	1,059.38	3,886.67
Rothsay.....	5,151	20,977.74	3,099	3,244.69	24,222.43
Lawndale.....	788	2,919.42	49	24.56	2,943.98
Manston.....	361	1,430.45	351	352.51	1,782.96
Atherton.....	655	1,744.88	23	19.75	1,764.63
Barnesville.....	3,086	12,298.13	8,461	12,011.78	24,309.91
Sabin.....	2,844	11,651.18	1,495	1,050.34	12,701.52
Kraguis.....	4,233	17,239.22	118	53.53	17,292.75
Georgetown.....	1,162	5,478.22	146	97.25	5,575.47
Lee.....	1,375	6,962.79	169	171.24	7,134.03
Henderson.....	1,571	7,820.74	186	152.72	7,973.45
Halstead.....	2,514	12,017.80	243	304.76	12,322.56
Moorhead.....	5,610	23,949.69	6,494	18,541.11	42,490.80
Downer.....	267	527.25	62	31.40	558.65
Glyndon.....	1,601	6,216.26	6,599	19,277.31	25,493.57

BUSINESS AND RECEIPTS.—CONCLUDED.

STATIONS.	FREIGHT.		PASSENGERS.		Total Revenue.
	Tons.	Revenue.	Number.	Revenue.	
Averell	86	\$325.92	44	\$48.36	\$374.28
Felton.....	878	3,850.57	621	893.46	4,744.03
Borup.....	100	286.71	70	34.60	321.31
Ada.....	13,802	63,206.16	4,605	10,418.52	73,624.68
Rolette.....	1,334	5,921.09	507	531.34	6,452.43
Beltrami.....	2,467	11,926.83	2,508	3,168.89	15,095.72
Russia Farm.....	183	917.36	154	76.78	994.17
Kittson.....	1,164	5,818.97	244	122.64	5,941.61
Carman.....	1,247	5,873.29	131	82.51	5,955.80
Sampsons Mill.....	40	12.00			12.00
Crookston.....	17,012	75,464.36	24,341	54,094.16	129,558.52
Fishers Landing.....	9,633	44,239.66	3,937	3,617.18	47,856.84
Mallory.....	1,660	7,949.03	718	289.92	8,238.95
East Grand Forks.....	4	6.30	482	359.30	365.60
Shirley.....	262	1,226.54	91	38.77	1,265.31
Ives.....	250	357.89	164	117.41	475.30
Saint Hilaire.....	637	3,232.30	2,398	2,860.10	6,092.40
Euclid.....	3,365	16,315.40	2,063	2,156.68	18,472.08
Angus.....	1,862	8,575.72	1,120	1,372.83	9,948.55
Warren.....	6,441	30,056.47	4,560	9,390.77	39,447.24
Argyle.....	3,680	17,715.04	2,447	5,388.62	21,103.66
Stephen.....	3,267	15,348.48	2,360	3,567.64	18,916.12
Donaldson.....	512	2,754.64	213	148.42	2,903.06
Kennedy.....	2,537	12,398.44	1,096	2,014.88	14,413.32
Hallock.....	1,774	9,030.51	2,049	2,883.53	11,914.04
Northcote.....	700	3,527.34	478	348.05	3,875.39
Humboldt.....	346	1,834.64	169	222.33	2,056.97
St. Vincent.....	16,810	85,326.58	18,722	165,299.39	250,625.97
Osseo.....	51	126.79	3,423	1,986.46	2,113.25
Rogers Siding.....	1	1.85			1.85
Maple Grove.....	2,625	2,141.77	902	647.20	2,788.97
Hassan.....	5,089	4,979.69	927	790.91	5,770.60
Crow River.....	49	58.80	33	22.22	81.02
St. Michaels.....	45	104.70	672	630.64	735.34
Monticello.....	3,420	6,380.53	3,995	4,590.14	10,970.67
Silver Creek.....	104	69.35	205	203.94	273.29
Clearwater.....	3,671	8,406.41	2,621	3,064.25	11,470.66
Cedar Lake.....	271	164.40			164.40
Minnetonka Mills.....	976	788.03	1,118	593.03	1,381.06
Wayzata.....	5,432	3,588.37	31,612	12,498.83	16,087.20
Minnetonka Beach.....	46	52.17	13,696	4,508.32	4,561.11
Long Lake.....	613	750.53	2,814	1,742.82	2,493.35
Perrys Siding.....	1,543	1,214.37			1,214.37
Maple Plain.....	2,696	3,233.27	2,065	1,474.21	4,706.48
Armstrong.....	2,876	2,999.76	444	248.63	3,248.39
Delano.....	12,217	17,170.06	6,799	6,697.20	23,867.26
Montrose.....	5,221	7,799.53	2,165	1,980.34	9,779.87
Waverley.....	6,883	10,481.23	3,014	3,256.52	13,737.75
Howard Lake.....	7,577	12,815.63	5,300	5,099.60	17,915.23
Smith Lake.....	2,919	3,788.50	1,097	1,062.19	4,850.69
Cokato.....	6,096	11,353.62	4,704	4,865.25	16,218.87
Dassel.....	8,040	12,648.32	5,007	5,363.91	18,012.23
Darwin.....	1,800	3,157.89	913	587.90	3,745.79
Litchfield.....	15,458	38,625.28	10,222	12,932.28	51,557.56
Grove City.....	9,744	23,719.73	3,259	3,504.57	27,224.30
Atwater.....	8,319	21,015.50	3,932	4,439.75	25,455.25
Kandiyohi.....	12,549	9,077.75	1,513	1,529.48	10,607.23
Willmar.....	1,683	35,959.77	7,682	11,485.20	47,444.97
St. Johns.....	7,679	4,994.23	377	227.85	5,222.08
Kerkhoven.....	4,066	25,620.66	2,627	3,574.67	29,195.33
Murdock.....	1,294	14,194.98	1,282	1,919.79	16,114.77
De Graff.....	6,555	4,614.74	734	967.98	5,582.72
Benson.....	355	23,438.25	5,310	9,069.71	32,507.96
Clontarf.....	6,741	1,386.79	554	740.56	1,227.35
Hancock.....	10,844	25,746.02	2,720	3,858.57	29,604.79
Morris.....	997	25,264.03	10,321	19,997.52	45,261.55
Wheeler.....	1	3,853.60	166	52.69	3,906.29
Chokio.....	1	4.82	65	38.01	42.83
Johnson.....	910	3,687.96	226	173.66	3,861.62

BUSINESS AND RECEIPTS.—CONCLUDED.

STATIONS.	FREIGHT.		PASSENGERS.		Total Revenue.
	Tons.	Revenue.	Number.	Revenue.	
Graceville	2,620	\$10,765.30	2,134	\$3,946.46	\$14,711.76
Barry	2,555	10,444.92	187	103.54	10,548.46
Beardsley	3,477	16,060.25	765	1,841.64	17,901.89
Browns Valley	5,398	21,361.89	1,533	3,746.01	25,107.90
Donnelly	1,134	3,901.05	600	847.77	4,748.82
Moose Island	1,552	2,022.50	11	3.59	2,026.09
Herman	6,632	26,147.07	2,868	6,436.56	32,583.63
Norcross	2,673	10,354.18	273	558.96	10,913.14
Tintah	1,120	4,266.94	175	287.67	4,554.61
Campbell	6,621	26,130.69	1,536	3,166.57	29,297.26
Doran	11	20.93	6	11.25	32.18
Breckenridge	1,243	5,991.11	7,633	22,816.73	28,807.84
Dakota Stations	311,154	1,411,747.34	156,600	364,271.15	1,776,018.49
	1,318,743	\$5,010,539.51			
Company's Const'n Material	350,888	1,103,920.00			1,103,920.00
	1,669,631	\$6,114,459.51			
Hamline			14,779	2,012.08	2,012.08
Coon Creek			351	174.80	174.80
Bailey			54	52.10	52.10
Haven			59	75.48	75.48
Round Prairie			1	.70	.70
Interlaken			2	1.15	1.15
Parker			163	54.36	54.36
Augusta			10	17.41	17.41
Spring Park			116	54.21	54.21
Siding No. 2			18	14.35	14.35
			1,146,877	\$1,662,430.59	\$7,776,890.10

EARNINGS DURING THE YEAR ENDING JUNE 30, 1884.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

MONTHS.	Freight.	Passengers.	Mails.	Express.	Rents, Etc.	Totals.
July, 1883.....	\$433,140.14	\$166,526.82	\$6,039.78	\$10,204.16	\$12,759.80	\$628,670.70
August, "	433,354.08	168,278.67	6,039.33	11,471.03	17,948.48	639,091.59
September, "	583,267.62	146,384.10	6,018.53	10,043.99	13,701.92	759,416.16
October, "	739,268.85	178,109.32	5,974.33	8,625.51	14,230.71	946,208.72
November, "	644,373.50	181,641.65	6,104.68	7,261.43	12,564.66	851,945.92
December, "	540,059.16	139,040.49	5,919.68	8,149.22	14,855.14	708,023.69
January, 1884.....	340,478.25	91,547.51	5,994.33	5,620.88	15,539.80	459,181.77
February, "	314,951.23	74,871.66	6,012.83	4,874.72	13,346.89	414,057.33
March, "	455,279.39	117,713.60	48,075.23	6,085.26	81,498.41	708,651.89
April, "	622,635.16	142,111.43	8,808.15	6,870.15	15,785.33	796,210.22
May, "	469,200.81	128,377.83	8,408.40	7,313.01	14,515.86	627,815.91
June, "	538,450.32	127,827.51	8,755.15	7,550.14	37,010.62	719,593.74
Totals.....	\$6,114,459.51	\$1,662,430.59	\$132,150.42	\$94,069.50	\$263,757.62	\$8,266,807.64

EARNINGS DURING THE YEAR ENDING JUNE 30, 1884—CONTINUED.

Total tariff earnings for the year ending June 30, 1884.....	\$8,256,867.64
Total earnings for year—entire line.....	8,256,867.64
Total passenger earnings in Minnesota.....	\$1,344,527.53
Total freight earnings in Minnesota.....	5,243,418.71
Total miscellaneous earnings in Minnesota.....	422,646.07
Total earnings in Minnesota.....	\$7,010,592.31
What per cent is the earnings in Minnesota of the earnings of the entire line?.....	84.906 per ct.
Of the earnings of the entire line, what is the ratio of the passenger to the freight? Freight, 78.620 per cent; passenger, 21.377 per cent.....	as 1 is to 3.678
Average gross earnings per mile [1,378 miles] of track, exclusive of sidings.....	\$5,991.92
Average gross earnings per train mile.....	2.78
Average net earnings per train mile [1,378 miles] of track, exclusive of sidings.....	3,281.69
Average net earnings per train mile.....	1.52

EXPENSES DURING THE YEAR ENDING JUNE 30, 1884.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way.....	\$1,122,372.27
Maintenance of buildings.....	27,249.32
Maintenance of rolling stock—	
Locomotives.....	\$252,764.27
Passenger, baggage, mail and express cars	103,535.41
Freight cars.....	263,799.98
	\$620,099.66
Conducting transportation—	
Motive power and care.....	656,466.84
Train employes.....	509,854.90
Agents and station labor.....	276,345.61
Other expenses conducting transportation	105,254.53
	1,547,921.88
General expenses—	
Salaries of officers.....	68,963.98
Office and clerical expenses.....	135,852.00
Legal expenses.....	71,993.95
Other general expenses.....	140,246.34
	417,056.27
Total expenses, entire line.....	\$3,734,699.40
Average operating expenses per mile (1,378 miles) of track, exclusive of sidings.....	\$2,710.23
Average operating expenses per train mile.....	1.26
Excess of earnings over operating expenses.....	4,522,168.24

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year.....	\$1,873,172.09
Additional equipment during the year.....	21,220.09
Taxes—State, includes Dakota tax.....	196,227.10
For interest on bonds.....	1,949,690.00
Dividends—rate, 8 per cent—on common stock.....	1,600,000.00
Total payments in addition to operating expenses.....	\$5,640,309.28

GENERAL BALANCE SHEET.

To railway, equipment and lands		\$52,010,872.84	By capital stock		\$20,000,000.00
Securities and properties of other corporations ..		3,250,664.37	FUNDING DEBT.		
		\$55,261,537.71	First mortgage bonds		\$3,000,000.00
			Less land grant bonds redeemed ..		2,650,000.00
			Balance		\$3,350,000.00
GENERAL ASSETS.			Second mortgage bonds		4,000,000.00
St. Paul, Minneapolis & Manitoba Ry. stock		\$5,600.00	St. Paul & Pacific bonds		366,000.00
Due from agents		41,290.53	Dakota extension bonds		5,676,000.00
Due from United States postal department		38,968.74	Consolidated mortgage bonds		11,976,000.00
Due from foreign roads		39,444.85			31,368,000.00
Advanced charges on freight		7,945.54			\$51,368,000.00
Camp supplies		3,213.75	Sinking fund applicable to redemption of first mortgage land grant bonds		\$2,783,593.48
General supplies		5,756.68	Less land grant bonds redeemed ..		\$2,650,000.00
Stock of fuel — coal		56,569.67	Premium on land grant bonds		132,500.00
Stock of fuel — wood		34,771.90			2,782,500.00
Stock of material — machinery department		113,618.07	Sinking fund consolidated mortgage bonds		1,093.48
Stock of material — road department		291,597.83	Fund for improvement and renewals		6,844.77
Due from other companies and individuals		473,713.34	State tax not yet due		331,542.39
Cash in hands of trustee first mortgage bonds ..		2,931.46	Accrued interest on bonds not yet due and payable		95,841.23
Cash on hand		568,782.92			176,760.00
			Audited bills and vouchers unpaid		272,601.23
Less land grant bonds redeemed			Unpaid pay rolls		395,089.24
			Unpaid coupons due July 1, 1884, and prior		321,872.04
			Due Minneapolis Union Ry		684,201.00
			Due other companies and individuals		89,536.57
					313,224.95
					1,653,923.80
			PROFIT AND LOSS.		
			Surplus June 30th, 1884		610,877.37
					\$54,294,683.04
					\$54,294,683.04

GENERAL BALANCE SHEET—CONCLUDED.

What regulations govern your employees in regard to crossings of other railroads and are they found to be sufficient? All trains come to a full stop and see that the way is clear before crossing.

What regulations govern your employees in regard to crossings of public highways, and are these regulations found to be sufficient? Whistle 80 rods from each crossing and keep bell ringing until crossing is passed.

What platform and coupler between passenger cars do you use? Miller coupler and platform.

What kind of brakes do you use on passenger trains? Westinghouse automatic air brake.

U. S. MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? \$122,150.42.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies? American Express Company, as per agreement. Express company does a general business, taking express matter from and delivering at cars.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? None.

LANDS.—CONGRESSIONAL GRANT.

Number of acres of land obtained by the purchase of the St. Paul & Pacific Railroad.....	1,477,568.67
Number of acres under contract by St. P. & P. R. R., and partly paid for, acquired by the purchase of St. P. & P. R. R.....	61,511.30
State the number of acres yet to inure to your company from Congressional grant.....	1,437,993.21
State the average price at which these lands are now offered for sale by the company.....	\$5.50
State the average price at which lands have been sold or contracted by the company during the year ending June 30, 1884.....	\$5.50
State the number of acres sold for cash during the year ending June 30, 1884.....	17,810.75
State the number of acres contracted to be sold during the year ending June 30, 1884.....	66,097.11
State the amount received from cash sales during the year ending June 30, 1884.....	\$99,700.16
State the amount received from outstanding contracts during the year ending June 30, 1884.....	223,235.09
State the amount received from forfeited contracts, stumpage, etc., including interest on deferred payments, received by the company during the year ending June 30, 1884.....	108,052.41
State the gross amount received from sales, contracts, forfeited contracts, stumpage, etc., up to June 30, 1884.....	430,987.66

SUMMARY.

	Acres.
Total amount of lands received by the company by purchase of St. P. & P. R. R.....	1,539,079.97
Total amount of lands received by company by deeds from State..	499,953.13
Total amount of lands sold by company, cash sales and perfected contracts, deeded.....	207,967.38
Total amount of lands contracted by company in outstanding contracts, old and new.....	547,200.34
Total amount of cash received from sales, contracts, forfeited contracts, stumpage, etc. (including interest on deferred payments) received by the company.....	\$1,883,238.47

ADDITIONAL QUESTIONS.

Date of original charter of the road and that of any road consolidated with it, and the names of the companies. May 22, 1857.

Date of foreclosure and sale, under which road and each branch is now held, and terms and amount of each sale. June 12 and June 21, 1879.

The above are dates on which the lines of road were turned over to, and began to be operated by, the St. P. M. & M. Ry. Co.

Rates and dates of all cash dividends on stock of original and consolidated companies, so far as known. In year ending June 30, 1884:

2 per cent., August 31, 1883.

2 per cent., November 30, 1883.

2 per cent., February 29, 1884.

2 per cent., May 31, 1884.

Date when main line [giving termini and length] was put in operation.

The St. Paul, Minneapolis & Manitoba Railway Company began to operate main line, St. Paul to St. Vincent and Minneapolis Junction to Barnesville, 629.69 miles, on June 13, June 22, and December 7 and 17, 1879:

	Miles.
On June 13, 1879.....	322.63
On June 22, 1879.....	230.21
On December 7, 1879.....	44.93
On December 17, 1879.....	31.92

Total..... 629.69

DATE OF COMMENCEMENT OF OPERATION OF EACH BRANCH.

1879.	TERMINI.	Length Miles.	1882.	TERMINI.	Length Miles.
June 22.	Crookston and Fisher's Landing.....	10.82	Mar. 12.	Durbin and Portland...	52.15
Nov. 16.	Fishers Landing and Grand Forks.....	14.41	Sept. 24.	Grafton and Neche.....	41.29
			Sept. 27.	Ripon and Hope.....	29.61
1880.			Nov. 1.	Fergus Falls and Pelican Rapids.....	21.37
Oct. 31.	Barnesville and Fargo..	23.89	Nov. 27.	Sauk Center and Brownsville.....	25.75
Dec. 19.	Morris and Brown's Valley.....	47.00	Dec. 4.	St. Cloud and Hinckley.	66.51
1881.			Dec. 11.	Everest and Mayville...	45.52
Jan. 2.	Breckenridge and Durbin.....	47.93	Dec. 17.	Larimore and Bartlett..	40.23
May 8.	Grand Forks and Ojata..	10.87	Dec. 17.	Clear Water and St. Cloud.....	12.75
June 5.	Fargo and Grand Forks	74.73	1883.		
July 10.	Wayzata and Minnetonka Beach.....	6.00	July 1.	Shirley and St. Hillaire	21.46
Dec. 22.	Grand Forks and Grafton.....	39.84	July 16.	Bartlett and Devil's Lake.....	20.53
Dec. 26.	Ojata and Larimore.....	17.02	Nov. 25.	Browersville and Eagle Bend.....	10.23
1882.			Dec. 2.	Moorhead and Halstead	34.12
Jan. 15.	Minneapolis and Clear Water.....	50.19			

Roads operated under lease (whether temporary or permanent), giving name, termini, length, address of lessors and terms of lease. None.

What running arrangements have you with other railroad companies, setting forth the contracts for the same. Northern Pacific Chicago, St. Paul, Minneapolis & Omaha. Each pay rental on basis of value of property used by them, and proportion of repairs, as the wheelage of each is to total wheelage.

ACCIDENTS TO PERSONS FOR YEAR ENDING JUNE 30, 1884.

1883.

- July 5, Frank Noovak, employe, fell from train, Hamline, killed.
- July 16, John M. Wise, employe, struck by bridge near Elk River, killed.
- July 13, Geo. Garner, trespasser, jumping from train, Minneapolis, injured.
- July 16, August Hass, employe, fell from train, Cedar Lake, injured.
- July 21, Helmer Schusler, trespasser, struck by train, Hamline, injured.
- July 21, name unknown, trespasser, struck by train, near Hamline, killed.
- July 23, Fredk. Johanes, employe, hand caught in dumping car, near St. Albans, injured.
- Aug. 11, name unknown, trespasser, struck by train, near Doran, killed.
- Aug. 28, J. Barning, employe, coupling, St. Paul, injured.
- Sept. 4, A. Weidell, employe, fell from train, Cedar Lake, killed.
- Sept. 1, J. E. Krickbaum, employe, coupling, Campbell, injured.
- Sept. 14, J. Means, employe, coupling, Litchfield, killed.
- Sept. 16, A. Oman, trespasser, walking track, struck by train, near Albany, killed.
- Sept. 21, A. J. Johnson, trespasser, struck by car, Crookston, killed.
- Sept. 28, H. S. Stork, employe, coupling, St. Cloud, injured.
- Sept. 25, Wm. Kirward, employe, coupling, Herman, injured.
- Sept. 29, Wm. Steedman, employe, coupling, Larimore, injured.
- Oct. 5, W. E. Haggerty, employe, fell from train, near Litchfield, killed.
- Oct. 12, M. Person, trespasser, struck by train, near Waverley, killed.
- Oct. 12, C. Brass, employe, breaking of steam plow, near Hallock, injured.
- Oct. 17, R. G. Freeman, trespasser, caught between ears, Breckenridge, injured.
- Oct. 18, Jerry Bush, employe, coupling, Breckenridge, injured.
- Oct. 20, N. Hill, employe, coupling, Hunter, injured.
- Oct. 31, Wm. Olson, employe, coupling, near Rolette, injured.
- Oct. 31, E. Moore, employe, coupling, Everest, injured.
- Oct. 11, E. S. Rogers, passenger, jumping from train, Anoka, injured.
- Nov. 2, E. J. Cameron, employe, coupling, Barnesville, injured.
- Nov. 13, M. Lana, trespasser, boarding train, Cummings, injured.
- Nov. 19, J. Clint, employe, coupling, Breckenridge, killed.
- Nov. 16, Wm. Nelson, trespasser, walking on track, St. Paul, killed.
- Nov. 21, R. Dressler, employe, coupling, Dalton, injured.
- Nov. 5, Geo. Gantley, employe, fell from train, Coon Creek, killed.
- Nov. 19, D. Sullivan, employe, fell from hand car, near Monticello, injured.
- Nov. 25, A. R. Harris, employe, coupling, Ardock, killed.
- Nov. 29, D. Stretch, employe, coupling, Anoka, injured.
- Nov. 13, Chas. Reed, trespasser, boarding train, Crookston, injured.
- Dec. 12, G. T. Shaver, employe, coupling, Mallory, injured.
- Dec. 14, John Nods, employe, chopping shives, near St. Francis, injured.
- Dec. 18, E. Olds, employe, getting engine on track, Minneapolis, injured.
- Dec. 24, Nelson Patterson, trespasser, wreck of train, Anoka, killed.
- Dec. 24, Arthur Patterson, trespasser, wreck of train, Anoka, injured.

1884.

- Jan. 3, Peter Moline, passenger, boarding train, Grove City, injured.
- Jan. 11, Geo. Probert, employe, coupling, Anoka, injured.
- Jan. 12, R. S. Armstrong, employe, coupling, Minneapolis, injured.
- Jan. 6, John Ophem, employe, coupling, Fergus Falls, injured.
- Jan. 17, Jerry Busch, employe, coupling, Breckenridge, injured.
- Jan. 29, name unknown, trespasser, struck by train, Anoka, killed.

ACCIDENTS TO PERSONS FOR YEAR ENDING JUNE 30—CONCLUDED.

- Jan. 27, Nels Dumonchel, employe, struck by piece of pile-driver ring, Grand Forks, injured.
- Jan. 29, Chas. J. Curran, employe, coupling, Willmar, injured.
- Jan. 31, W. S. Hodgings, employe, struck in eye by piece of metal, St. Paul, injured.
- Jan. 4, A. Leaf, employe, struck on foot by sledge, near Oak City, injured.
- Feb. 18, Jacob Young, employe, coupling, Minneapolis, injured.
- Feb. 23, Peter Peterson, trespasser, struck by train, near Cokato, killed.
- Feb. 23, Andrew Peterson, trespasser, struck by train, near Cokato, injured.
- Feb. 27, H. Helgeson, employe, struck by train, near Norcross, killed.
- Feb. 26, Ole Herg, employe, struck by train near Norcross, killed.
- Feb. 26, Martin Larson, employe, struck by train near Norcross, injured.
- March 6, Thos. Higginson, employe, snow plow breaking near Barry, injured.
- March 13, C. G. Harris, employe, coupling, Crookston, injured.
- March 22, Wm. McLean, employe, fell from bridge Grand Forks, injured.
- March 29, A. Wilson, passenger, struck by bridge near Hamline, killed.
- March 24, Nels Nelson, employe, loading frog, Grand Forks, injured.
- March 31, A. J. Noggles, employe, coupling, St. Cloud, injured.
- April 2, Geo. Russell, employe, coupling, Minneapolis, injured.
- April 8, Chas. F. Wilcox, employe, coupling, Breckenridge, injured.
- April 21, John Dolan, employe, run over by car, St. Cloud, killed.
- April 14, W. H. Norris, employe, coupling, Fishers, injured.
- May 10, Wm. Neare, passenger, fell from train, Glyndon, injured.
- May 13, Chas. Ellis, trespasser, fell from train near Glyndon, injured.
- May 17, H. Meyers, employe, hand caught in plow, St. Paul, injured.
- May 17, Simon R. Kehoe, employe, run over by engine, Everest, killed.
- May 24, Patrick Flynn, employe, run over by engine, Becker, killed.
- May 30, Chas. E. Erickson, trespasser, run over by train near Minneapolis, killed.
- May 30, Chas. Halmenty, trespasser, run over by train near Minneapolis, killed.
- June 13, Andrew Craig, passenger, jumping from train, St. Paul, injured.
- June 19, E. Whittier, employe, struck by train near Hancock, injured.
- June 28, Thos. Murray, trespasser, fell from train near Campbell, killed.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY. } ss.

Allen Manvel, General Manager, and Edward Sawyer, Secretary, of the St. Paul, Minneapolis & Manitoba Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A. D. 1884, to the best of their knowledge and belief.

{ SEAL }
{ OF E. R. }

(Signed) ALLEN MANVEL.
E. SAWYER.

Subscribed and sworn to before me, at St. Paul, this 12th day of November, A. D. 1884.

[SEAL.]

SAMUEL J. BEALS,
Notary Public, Ramsey County, Minnesota.

REPORT

OF THE

St. Paul & Northern Pacific Railway Co.

FOR THE YEAR ENDING JUNE 30, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
Robert Harris.....	President
Edward D. Adams.....	Vice President
George S. Jones.....	Secretary
George Gray.....	General Counsel
George S. Jones.....	Treasurer
A. G. Postlethwaite.....	Comptroller
J. W. Kendrick.....	Chief Engineer
A. G. Postlethwaite	Land Commissioner
	.....St. Paul, Minn.

General offices of the company.....New York City.
 General office in this State.....St. Paul, Minn.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Robert Harris.....	...New York.	Chas. B. Wright.....	..Philadelphia.
Edward D. Adams.....	...New York.	George L. Becker.....	.....St. Paul.
Frederick Billings.....	...New York.	Thomas F. Oakes.....	.....St. Paul.
C. H. Coster.....	...New York.		

Edward D. Adams, Chairman.....	} Executive Committee.
Robert Harris, President ex-officio.....	
Frederick Billings.....	
C. H. Coster	

Date of annual election of directors, first Wednesday in June.

Name and address of person to whom correspondence, concerning this report should be directed, A. G. Postlethwaite, St. Paul.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized.....\$10,000,000.00

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash .. 800,800.00

Total common stock..... \$800,800.00

Amount of preferred stock..... None.

Proportion of stock for Minnesota..... Entire.

If any stock has been issued since the original, state the date or dates when the same was issued, to whom issued, in what manner the same was paid for, and the cash value realized by the company for the same. Nothing since last report.

DEBTS, ETC.

BONDED DEBT.

First mortgage bonds, due May 1, 1907, rate of interest, 7 per cent..... \$500,000.00

Land mortgage bonds, due May 1, 1896, rate of interest, 6 per cent..... 101,000.00

General mortgage bonds, due 1923, rate of interest 6 per cent..... 5,000,000.00

Total bonded debt.....\$5,601,000.00

FLOATING DEBT.

Amount of debt not secured by mortgage None.

Proportion of debt, bonded, for Minnesota..... Entire.

Total amount of paid up stock and debt.....\$6,401,800.00

Amount of stock and debt per mile of road not at present ascertainable, by reason of uncompleted construction work, and large expenditures for terminal facilities, etc.

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way, entire line.....

Cost of right of way in Minnesota.....

Cost of construction, entire line.....

Cost of construction in Minnesota

Cost of present equipment

Cost of all real estate used exclusively in operating the road.....

Cost of all fixtures and conveniences for business of the road.....

Total cost of construction and equipment.....

Average cost of road and equipment per mile.....

If the road was not built by the present owners, state cost of road and equipment to them.....

The value of all other property owned by the corporation.....

Is your construction account closed? It is not.

In process of construction and equipment; 125 miles in operation.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD, ETC.	MILES.	
	Entire Length.	Length in Minnesota.
Length of main line of road from Brainerd to Minneapolis.....	125	125
Total length of main line.....	125	125
Aggregate length of sidings and other track not above (see report of N. P. R. R. Co.)		
Number of miles iron rails (see report of N. P. R. R. Co.)		
Number of miles steel rails.....	125	125
Aggregate length of tracks operated by this company computed as single track (see report of N. P. R. R. Co.)		
(Gauge of road, 4 feet 8½ inches.		

Length of double track on main line twelve miles. No branches.

STATIONS.

Number of stations on line of road in Minnesota }
 Number of "common points" in Minnesota..... } See report of N. P. R. R. Co.

BRIDGES AND TRESTLES.

Wooden bridges, number of..... }
 Stone bridges, number of..... } See report of N. P. R. R. Co.
 Iron bridges, number of..... }
 Wooden trestles, number of..... }

FENCING.

Number of miles of fencing on the road..... }
 The total cost of same..... } See report of N. P. R. R. Co.
 Average cost per rod..... }

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality?
 Hinckley Branch St. P., M. & M. Ry., at East St. Cloud; St. P., M. & M. Ry., at Northeast Minneapolis or North Town Junction.

EQUIPMENT.

Furnished by the lessee company, the Northern Pacific Railroad Company.

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES — ENTIRE LINE.

Construction account for the year.....	\$1,834,371	37
Additional real estate bought during the year.....	354,300	71
Taxes—State, county and national. See Report of N. P. R. Co.....		
For interest on bonds.....	341,060	00
Dividends—rate, 6 per cent—on common stock.....	48,048	00
General expenses.....	\$6,323	58
Expenses of land department.....	9,382	44
Total payments.....	\$2,593,486	10

What part of your company indebtedness is occasioned by constructing or purchasing branches or separate lines of road, within or without the State? None.

LANDS — (CONGRESSIONAL GRANT).

(Year ending December 31, 1883.)

State the number of acres of land your company has already received from the Congressional land grant.....	115,450.58
State the number of acres yet to inure to your company from Congressional grant.....	148,665.20
State the average price at which these lands are now offered for sale by the company	\$4.56
State the average price at which lands have been sold or contracted by the company during the year ending December 31, 1883.....	4.56
State the number of acres sold during the year ending December 31, 1883.....	1,052.16
State the number of acres contracted to be sold during the year ending December 31, 1883.....	4,112.18
State the amount received from sales during the year ending December 31, 1883.....	9,513.87
State the amount received from outstanding contracts during the year ending December 31, 1883.....	12,519.02
State the amount received from forfeited contracts, stumpage, etc. (including interest on deferred payments received by the company), during the year ending December 31, 1883...	57,314.38
State the gross amount received from sales, contracts, forfeited contracts, stumpage, etc., up to December 31, 1883.....	79,347.27

LANDS — (STATE OR SWAMP LAND GRANT).

State the number of acres of land your company has already received from the State or swamp land grant. None.	
State the number of acres yet to inure to your company from State or swamp land grant. None.	
State the average price at which these lands are now offered for sale by the company. None.	
State the average price at which lands have been sold or contracted by the company during the year ending December 31, 1883. None.	
State the number of acres sold during the year ending December 31, 1883. None.	
State the number of acres contracted to be sold during the year ending December 31, 1883. None.	
State the amount received from sales during the year ending December 31, 1883. None.	
State the amount received from outstanding contracts during the year ending December 31, 1883. None.	
State the amount received from forfeited contracts, stumpage, etc. (including interest on deferred payments received by the company) during the year ending December 31, 1883. None.	
State the gross amount received from sales, contracts, forfeited contracts, stumpage etc., up to December 31, 1883. None.	

SUMMARY.

Total amount of lands received by company, acres.....	115,450.58
Total amount of lands sold and deeded by company, acres.....	9,864.15
Total amount of lands contracted by company, acres.....	37,411.77
Total amount of cash received from sales, contracts, forfeited contracts, stumpage, etc. (including interest on deferred payments received by the company).....	\$212,193.65

ADDITIONAL QUESTIONS.

Rates and dates of all cash dividends on stock of original and consolidated companies so far as known.

July 1, 1879, 10 per cent.
 September 28, 1880, 4 per cent.
 January 1, 1881, 2½ per cent.
 July 1, 1881, 3 per cent.
 January 1, 1882, 3 per cent.
 July 1, 1882, 5 per cent.
 January 1, 1883, 3 per cent.
 July 14, 1883, 3 per cent.
 January 15, 1884, 3 per cent.
 July 15, 1884, 3 per cent.

Roads operated under lease (whether temporary or permanent), giving name, termini, length, address of lessors and terms of lease? The St. Paul & Northern Pacific Railway, with all its terminal property, is leased for nine hundred and ninety-nine years to the Northern Pacific Railroad Company at a net annual rental, equal to forty per cent of the gross earnings and receipts, free of all taxes, which it is guaranteed shall never be less than the interest upon its bonds.

GENERAL REMARKS AND HISTORY OF YOUR COMPANY.

The St. Paul & Northern Pacific Railway Company was incorporated in 1874 (as the Western Railroad Company of Minnesota) and has been in operation since 1877, from Brainerd, on the line of the Northern Pacific Railroad Company, sixty and one-half (60½) miles to Sauk Rapids, and the extension of sixty-six and one-half miles from Sauk Rapids to the city of Minneapolis, including a bridge across the Mississippi River at the latter point, will be opened for business July 1, 1884.

The terminal improvements in and between Minneapolis and St. Paul, in course of construction, comprise such facilities as are necessary to accommodate the business pertaining to the trans-continental system of the Northern Pacific Company, and contemplate union, freight and passenger stations, machine and car shops, cattle yards, slaughter houses, round houses, freight yards with more than sixty miles of track, and other extensive traffic facilities.

The terminal properties comprise twenty acres in Minneapolis, and three hundred and eighty acres in St. Paul, one hundred and sixty of which are located within the business centre of the latter city.

The land grant of the Company, amounting to about 244,000 acres, is located along the line of road between Brainerd and Sauk Rapids.

STATE OF MINNESOTA, }
COUNTY OF RAMSEY. } ss.

A. G. Postlethwaite, Comptroller of the St. Paul & Northern Pacific Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said company, on the first day of July, A.D. 1884, to the best of his knowledge and belief.

{ SEAL
OF R. E. }

(Signed) A. G. POSTLETHWAITE,
Comptroller.

Subscribed and sworn to before me at St. Paul, this eighth day of December,
A. D. 1884.

[SEAL.]

EDWIN C. BECKER,
Notary Public,
Ramsey County, Minnesota.

APPENDIX:

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CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The statement of the betterments for the year of the Chicago, Milwaukee & St. Paul R. R. by some oversight of its officers, was not made up in time for its regular place in the body of the report proper. We are therefore compelled to place it in the appendix :

PERMANENT IMPROVEMENTS OR BETTERMENTS, IN MINNESOTA.

Year ending June 30, 1884.

Additional equipment.....	\$255,218 27
Right of Way and Depot Grounds at sundry points.....	908 55
New Stock Yards.....	310 30
Freight Houses, etc.....	21,379 70
Bridges and Viaducts.....	9,956 26
Coal Sheds.....	1,171 19
Improvements, Minneapolis.....	3,287 66
New Engine Houses.....	597 57
Water Supply sundry points.....	576 23
New Shops and machinery.....	33,521 60
Side Tracks.....	35,205 11
Completion of New Lines.....	184,011 66
Total.....	<hr/> \$546,144 10

DECISIONS

OF THE SUPREME AND DISTRICT COURTS OF THE STATE IN RAILWAY CASES.

STATE *vs.* NORTHERN PAC. R. CO.

Filed July 18, 1884.

NORTHERN PACIFIC RAILROAD COMPANY—CONTRACT FOR RIGHT OF WAY
BETWEEN ST. PAUL AND ST. CLOUD—INTEREST ACQUIRED—THREE
PER CENTUM TAX—SP. LAWS 1870, CH. 65, § 1.

Contract between the defendant and the St. Paul, Minneapolis & Manitoba Railway Company construed, and *held* to vest in defendant an interest in the line of railroad of the latter from St. Paul to St. Cloud, that gave the defendant the right of the same to the extent of running its trains over it, which interest was subject to the liability to pay to the State the 3 per centum on gross earnings stipulated for in section 18, *subc.* 1 c. 1, Laws 1857, Ex. Sess. Section 1, c. 65, Sp. Laws 1870, does not have the effect to exempt such interest from taxation, so as to relieve defendant from liability to pay such 3 per centum on the gross earnings received by it in operating that line.

Appeal from an order of the district court, Ramsey County.

W. J. Hahn, for respondent, State of Minnesota.

W. P. Clough, for appellant, Northern Pac. R. Co.

GILFILLAN, C. J. The charter of the former Minnesota & Pacific Railroad Company provided that, in consideration of the grants, privileges and franchises therein conferred on the company, "the said company shall and will, on or before the first day of March in each year, pay into the treasury of the Territory or future State three per centum of the gross earnings of the said railroad for the year ending on the last day of the preceding December, in lieu of all taxes and assessments whatever," and that to secure the same "the State shall have a lien upon the railroads of said company, and upon all other property, estate, and effects of said company, whether real, personal, or mixed;" and that in consideration of such payments "the said company shall be forever exempt from all assessments and taxes whatever by the Territory, or State which shall succeed the Territory, or by any county, city, town, village or other municipal authority in the Territory or State, upon all stock in the said Minnesota & Pacific Railroad Company, whether belonging to said company

or to individuals, and upon all its franchises or estate, real, personal, or mixed, held by said company." Section 18, subc. 1, c. 1, Laws 1857.

In *State vs. St. P., M. & M. Ry. Co.*, 30 Minn. 311, S. C., 15 N. W. Rep. 307, the term "gross earnings," in the foregoing quotation, was held to include, not rents received for the right to operate the railroads, but only sums earned by operation, and that leasing or selling the railroad cannot affect the rights of the State; and into whosoever hands it may pass, and whoever may receive the gross earnings, the obligation to pay, and the right of the State to receive, the three per centum on such gross earnings are unimpaired, and they still furnish the measure of such obligation and right. In *First Div. St. P. & P. R. Co. vs. Parcher*, 14 Minn. 297 (Gil. 224), it was held that the exemption from taxation was not a personal privilege conferred on the Minnesota & Pacific Railroad Company, but a right appurtenant to its lines of road. And in *Chicago, M. & St. P. Ry. Co. vs. Pfaender*, 23 Minn. 217, that the condition annexed to it (to-wit, the obligation to pay the percentage on gross earnings) always accompanied it as to every part of the road, so that any company acquiring any portion thereof, with the franchises and immunities appertaining thereto, took it subject to the condition, and burdened with the charge. So that, when the line of road in question here passed to the St. Paul & Pacific Railroad Company, then to the First Division of the St. Paul & Pacific Railroad, and finally to the St. Paul, Minneapolis & Manitoba Railway Company, each took it with the exemption and the obligation to pay the percentage. And as the exemption and charge would accompany any part, however small, of the original company's lines, it follows that, ordinarily, if any company should acquire any estate or interest in any part of such lines that would give it the right to operate the same as a railroad and to receive gross earnings from operating it, the company would take and hold such estate or interest exempt from taxation, but subject to the obligation to pay the percentage on the gross earnings received by it.

This is not seriously questioned. The defendant rests its defense on the proposition that no such estate or interest passed to it by the contract between it and the St. Paul, Minneapolis & Manitoba Railway Company, and that if the contract did pass such estate or interest it was exempted, without the obligation to pay the percentage, by Sp. Laws 1870, § 1, c. 65. The effect of the contract between the two companies must be determined by its terms, without reference to the manner in which, at times, from motives of convenience or otherwise, the business of the defendant over the line has been conducted. Whatever estate or interest passed by the contract remains in it unaffected, so far as this case shows, by anything done since. The terms of the contract bearing on the question whether any estate or interest passed to the defendant may be briefly stated. By it the St. Paul, Minneapolis & Manitoba Railway Company, designated in it as the party of the first part, covenants with the defendant, desig-

nated as the party of the second part, "that the said party of the second part, its successors and assigns, shall henceforth have, possess and enjoy the free and unobstructed perpetual use, and the right and title to such use, in common with the said party of the first part, its successors and assigns, of the said branch line," (being the line from St. Paul to St. Cloud), "and of that part of said main and extension lines extending from East Minneapolis to Minneapolis, and from East St. Cloud to St. Cloud, for the running and operating of the locomotive engines, cars, and trains of the said party of the second part, its successors and assigns, from, to and between the stations and depots owned, used and occupied by the said party of the first part in St. Paul, Minneapolis and St. Cloud, and the terminus of the said Western Railroad at Sauk Rapids, subject only to the necessary regulations for the safety of the trains and the convenient transaction of the business of both said parties;" and that the party of the second part should thenceforth forever have, possess and enjoy the free and unobstructed use, and the right to such use, of certain terminal facilities described in detail, including the separate and exclusive use of not less than ten acres of land in the city of St. Paul for freight purposes. There are provisions for putting the line in good condition at the expense of the party of the first part, and afterwards keeping it in repair at the expense of both parties; for regulating the division of the business over the line, and the rates for the purpose, evidently, of avoiding injurious competition: for apportioning the cost of station service, etc.; the movement of trains to be under the supervision and direction of some person satisfactory to the party of the second part, its successors or assigns.

These provisions do not prevent the contract operating to pass an estate or interest any more than do provisions very commonly inserted in leases, regulating and restricting the lessee's use of the premises, have that effect; nor does the fact that a right to exclusively occupy and use is not granted. An individual interest in land may be leased as well as a separate interest; and so with the right to use in common with either the lessor or some other person. The contract is not at all one for service, as might be a temporary or limited contract to haul cars over the line. The parties themselves regarded it as creating a right that might be transferred by the party of the second part, and that bound the property, into whose hands soever it might pass. They intended to pass, and did pass, an interest, an estate, in the property,—such an estate or interest as should enable the defendant to operate the railroad to the extent of running its trains over it, and receive gross earnings therefrom, and by means of which, and by no other means, it has been able to and has operated the railroad and received such earnings.

Section 1, c. 65, Sp. Laws 1870, is as follows: "That the lands, franchises, property, stock and capital of the Northern Pacific Railroad Company shall be liable to assessment and taxation at the same rate and in the same manner, and not otherwise, and

shall be exempt from assessment and taxation to the same extent and upon the same terms and conditions as the lands, property and franchises of the Lake Superior & Mississippi Railroad Company, as is provided in and by an act entitled 'An act in relation to the taxation of lands granted to the Lake Superior & Mississippi Railroad Company,' approved March 3, 1865: provided, however, that the gross earnings of the said railroad company, on which a percentage is to be paid to the State, shall include only the earnings of that portion of the Northern Pacific Railroad constructed and operated by the said company within the limits of the State."

The act of March 3, 1865, referred to, provided for a payment to the State by the Lake Superior & Mississippi Railroad Company of a percentage on the gross earnings of its railroad, "and the payment of such percentum annually, as aforesaid, shall be and is in full of all taxation and assessment whatever"

Upon the act of 1870 the defendant argues that its intent was to exempt not only the lands, franchises, property, stock and capital which the company then had, or which the legislature contemplated the company might acquire for the purpose of constructing and operating the line of railroad it was then authorized to construct and operate; but also all lands, franchise, etc., which it might at any time afterwards acquire, whether for the purpose of constructing and operating that line or not; and that the per centum which should be paid to the State as the consideration for such exemption should be only upon the gross earnings of that particular line lying within this State. And it lays great stress on the fact that while, for the purpose of designating the gross earnings on which the percentage shall be estimated, the language is, "that portion of the *Northern Pacific Railroad* constructed and operated by the said company within the limits of this State," in designating the property to be exempt, the language is, "the lands, franchises, property, stock and capital of the *Northern Pacific Railroad Company*;" claiming that there is a distinction between the *Northern Pacific Railroad*, and the lands, property and franchises appertaining thereto, and the *Northern Pacific Railroad Company*, and the things belonging to that company.

It is to be observed, however, that the exemption is not a positive, absolute exemption. The lands, franchises, etc., are to be exempt "to the same extent and upon the same terms and conditions as the lands, property and franchises of the Lake Superior & Mississippi Railroad Company," under the act of March 3, 1865. To ascertain the extent of defendant's exemption, reference must be had to that act. In that act, in reference to the matters of taxation, exemption, and commuting for taxes, there are mentioned—*First*, the lands granted to aid in the construction of the Lake Superior and Mississippi Railroad; and, *second*, the railroad. And the payment of 3 per cent annually on the gross earnings of said railroad is declared to be in full of all taxation and assessment whatever. In full of all taxation and

assessment of what? Literally construed, on the granted lands and the railroad, for no other subject of taxation is mentioned in that connection. The franchises, stock, capital and other property of the company are not mentioned. Undoubtedly, the exemption of the railroad, in consideration of a per centum upon its earnings, would, by necessary implication, be held to cover whatever might be necessary to the construction and operating of the railroad, and making such earnings upon it, including the necessary franchises. But it would require a more liberal interpretation than a court could give the act to make it cover any other railroad not then in contemplation, which the company might afterwards acquire and operate, with the franchises pertaining to or necessary to constructing and operating the railroad, in the mind of the legislature at the time of passing the act.

As by the terms of the act of 1870 the property of defendant is exempt to no greater extent than the property of the Lake Superior & Mississippi Railroad Company under the act of 1865, this would defeat defendant's claim to exemption in this case. But aside from that, it would be difficult to suppose, without language irresistibly leading to the conclusion, that the legislature intended the exemption to have the effect claimed for it. At that time the defendant had no property and no franchises except such as pertained to constructing and operating a line of railroad extending across this State, and into and across one other State, and several territories. But a small part of the proposed line lay within this State. There were many other lines of railroad in the State, in existence or provided for by legislation, either intersecting or connecting with defendant's proposed line, or so placed that they might in time become desirable to defendant, as a part of its system, as branches or feeders of its main line—all of which railroads possessed an exemption similar to that of the original Minnesota & Pacific Railroad, and upon the same or similar conditions of paying to the State a per centum upon gross earnings. The construction of the act of 1870, claimed by defendant, would enable it, if at any time it should acquire, by purchase or lease, any or all of these lines, to relieve them from this condition, with no other consideration to the State than the payment of the per centum on the gross earnings of its single main line. To put it most favorably for the defendant, it must be doubted that the legislature intended any such result. And the doubt determines the construction of the act, for it must be resolved in favor of the State. No weight is due to the fact that by the proviso to the act the gross earnings on which a per centum is to be paid includes only the earnings of that portion of the Northern Pacific Railroad constructed and operated within the limits of this State. There is no need to attribute an intention to make a distinction between the property to be exempt, and that the gross earnings of which should furnish the basis for estimating the amount to be paid in consideration of the exemption. Without that proviso, it might be claimed that the

per centum should be estimated upon the gross earnings of defendant's entire line, as defined by the act of Congress incorporating it. To exclude that part of the railroad without the limits of the State—to limit the per centum to the gross earnings of the property which the legislature could exempt and did exempt, to-wit, that within the State—was the manifest purpose of the proviso.

We therefore conclude that the defendant took and holds its interest in the line of road in question subject to the obligation imposed on that line by the act of 1857.

Order affirmed.

DECISION OF JUDGE H. R. BRILL ON THE QUESTION
OF THE TAXATION OF REAL ESTATE BELONG-
ING TO A RAILROAD COMPANY, BUT NOT USED
FOR RAILROAD PURPOSES.

State of Minnesota, County of Ramsey—District Court.

In the matter of the proceedings to enforce payment of taxes remaining delinquent on the first day of June, 1883.

Objections of the Chicago, Milwaukee & St. Paul Railway Company.

This matter was tried by the court at general term without a jury.

The allegations of the answers of the above named company respecting the corporate character of said company, its ownership of the lines of railroad and appurtenances referred to in said answers and the manner of acquiring the same are true.

The said company has, during each year for which taxes are claimed herein, paid into the treasury of the State the full amount of the percentage required by law of the gross earnings of its several lines of railroad in this State.

It is conceded by the county attorney that the company duly accepted the provisions of chap. 111 of the special laws of 1873.

The real estate against which it is sought to enforce taxes in this proceeding was intentionally left off the list, and omitted from assessment and taxation by the assessor and auditor of Ramsey county for the several years for which the taxes are now claimed, under the belief by said officers that said lands were not liable to taxation by law until the year 1882, when said lands were entered on the assessment and tax books by the auditor of said county, who assessed the same and extended taxes against the same for said several years on the tax list for said year, 1882.

Of the property in the answers described it is conceded that the track and right of way of the company for a distance of fifty feet on each side of the center line of its railroad track upon lot 65, of block 28, and lots 3 and 5, of block 29, Stinson, Brown & Ramsey's addition to St. Paul, and upon lots 6 and 7 of block 15, of E. H. Hawke's subdivision of Winslow's addition, are not liable to taxation and should be excepted from the judgment against those lots.

Of the remaining property, lots 9 and 10 of block 30, St. Paul proper, were acquired by said company April 4, 1874, by deed from one Merrill, and said company has ever since being the owner thereof.

The said company acquired the line of railway of the St. Paul & Chicago Railway Company, under a deed from said last

named company in 1872. The property conveyed is described in said deed as follows: "The line of railway of the party of the first part commencing at its terminus in the city of St. Paul, thence in southerly direction, . . . to La Crescent, in the State of Minnesota, with all lands and real estate used for railway purposes at and between the points above named, and all, rails, fixtures, stations, depots, warehouses, shops, water tanks, turn tables, machinery and apparatus connected therewith and appurtenant thereto, (including certain cars and engines), and all the rights and franchises of every description of the party of the first part appertaining to the said line of railroad from St. Paul to La Crescent necessary or requisite in the operation of the same, reserving herefrom all lands not used for railway purposes owned or to be owned by the grantor, donated by the United States, or by the State of Minnesota."

Lot 13 of block 30, St. Paul proper, was conveyed to said St. Paul & Chicago Railway Company in 1874; there is no conveyance of said lot to said Chicago, Milwaukee & St. Paul Railway Company, save as aforesaid.

Said Chicago, Milwaukee & St. Paul Railway Company acquired the line of railway of the Minnesota Central Railway Company in the year 1867 under a deed from said last named company to the McGregor Western Railway Company, and a deed from said McGregor Western Railway company to said Chicago, Milwaukee & St. Paul Company, then the Milwaukee & St. Paul Railway Company. The property conveyed is described in said first named deed as follows: "The Minnesota Central Railway Company's roadway, rolling stock, equipments and supplies, embracing and including all the railroad from the State line to Austin, thence in a northerly direction to Minneapolis, and embracing the branch from near Mendota or Fort Snelling to the city of St. Paul, including the bridge across the Mississippi river at St. Paul and all further extensions of the railroad of the Minnesota Central Railway Company as now authorized by law, or which shall hereafter be authorized, including the right of way and land occupied by said road, and all the appurtenances thereto belonging; also embracing all the depots, station houses, engine houses, car houses, warehouses, elevators, machine shops, work shops, superstructures, erections and fixtures, and all lands used for railroad purposes, and all buildings erected or in process of erection thereon, and all appurtenances, rights and privileges thereunto belonging," reserving all lands granted by the United States or by the State of Minnesota to aid in the construction of the line of railroad above described.

The description in the other deed is substantially the same, save that the railway and property is described as belonging to the McGregor Western Railway instead of the Minnesota Central Railway Company; the southerly forty-five feet of lot 7 and lot 8 of block 30, St. Paul proper, were not owned by the Minnesota Central railway company until the year 1874, when they were

conveyed by deed to said company, and there is no conveyance of the same to the Chicago, Milwaukee & St. Paul Railway save as aforesaid.

Proceedings had been taken in 1867 by the Minnesota Central Railway Company, then the Minneapolis, Faribault & Cedar Valley Railroad Company, to appropriate the real estate herein involved other than that hereinbefore specifically referred to, and other real estate for railroad purposes, commissioners had been appointed by this court to assess the damages arising to the owners by reason of such appropriation, and said commissioners had filed in this court, in 1864, their report awarding damages to the said owners. Judgment was duly entered upon said award in the year 1869 as to lot 10 of block 47 of Rice & Irvine's addition to St. Paul, and lot 12 of block 48 of said addition, vesting the right to use, possess and enjoy said lots in said company for railroad purposes. No further action was had in said condemnation proceedings. In 1874 said Minnesota Central Railway Company acquired the title by deed from the owner thereof to block 38, block 47, except lots 10 and 12, lots 1 to 6 inclusive of block 49 in Rice & Irvine's addition, and to block 69 and 70, Irvine's enlargement of Rice & Irvine's addition aforesaid.

Upon lot 8 and the south forty-five feet of lot 7 of block 30, St. Paul proper aforesaid, there has been standing all the time herein referred a large stone building which for several years prior and down to July 1, 1881, was used by the Chicago, Milwaukee & St. Paul Railway Company as a passenger depot in connection with the operation of its said lines of railway; at said last named date it was abandoned as a passenger depot and was used by said company for other railroad purposes in connection with the operation of its said lines of railway down to June 1, 1882, since which date it has been leased to private persons and has not been used for railroad purposes, but has been used by said persons in the prosecution of their private business.

The south fifty feet of lots 9 and 10 was used by said Chicago, Milwaukee & St. Paul Company for railroad purposes in connection with their said passenger depot during the year for which taxes are claimed, save as follows: Lot 9 being so used up to July 1, 1881, since which time it has been substantially unoccupied for any purpose; lot 10 being so up to the latter part of the year 1880, since which time it has not been used for railroad purposes, but has been occupied and used by private persons for their own benefit with the consent of said company.

Lot 13, of said block 30, during the years for which taxes are claimed down to 1879, was occupied and used by said Chicago, Milwaukee & St. Paul Railway Company for warehouse purposes in connection with the operation of its lines of railroad. During the years 1879, 1880, 1881 and 1882 it was not used by said company for any purpose, but was occupied and used by private persons for their own benefit and in connection with their private business, and is still so used.

The property in Rice & Irvine's addition and in Irvine's

enlargement above referred to, lies adjacent to the right of way acquired by the Chicago, Milwaukee & St. Paul Company from the Minnesota Central Company as aforesaid and adjacent to the railway operated by said Chicago, Milwaukee & St. Paul Company; and said property was acquired and has been held for the purpose of extending railroad tracks upon the same and devoting the same to railroad uses and in connection with the operation of the railroad of said Chicago, Milwaukee & St. Paul Company from time to time as necessity or convenience might demand. Said property remained vacant and was not in actual use until the year 1878. During the years 1878 and 1879 railroad tracks were built by the Chicago, Milwaukee & St. Paul Company upon a portion of blocks 38, 47 and 48, and said tracks have since been used by that company in connection with the operation of its lines of railway. Blocks 49, 69 and 70 never have been used or occupied for any purpose. It seems probable that it will become necessary for said company to use said unoccupied property for railroad purposes at some time in the future.

From the foregoing facts and the law applicable, the following conclusions are drawn.

1. The county auditor is authorized to place upon the tax list any property liable to taxation which has been omitted therefrom from any cause.

2. Such portions of the real property hereinbefore referred to as have been in actual use for railroad purposes are not subject to direct taxation during the time they have been so used. Under this ruling lot 8 and the southerly 45 feet of lot 7, block 30, St. Paul proper, were not taxable for the year 1882, the use of the same by the railroad company continuing until after May 1st of that year, that being the time at which the status of property for the purposes of taxation was fixed; the southerly 150 feet of lot 9 was not taxable for the years 1878, 1879, 1880 and 1881; the southerly 150 feet of lot 10 was not taxable for the years 1878, 1879 and 1880; lot 13 was not taxable for the years 1877 and 1878; and blocks 38, 47 and 48, Rice & Irvine's addition, were not taxable for any of the years for which taxes are here claimed.

3. Such portions of said property as were not in use by the railroad company, but were used by individuals for private purposes, were subject to direct taxation.

Under this ruling lot 10 of block 30, St. Paul proper, is liable for the taxes of 1881 and 1882, and lot 13 of the same block for the taxes of 1879, 1880, 1881 and 1882.

4. The property which has not been used at all, and is not necessary for present use, and which is not held for immediate use, is not relieved from direct taxation.

Under this ruling block 49 of Rice & Irvine's addition, and blocks 69 and 70 of Irvine's enlargement, were taxable for all the years for which taxes are claimed in this proceeding. The southerly 150 feet of lot 9 of block 30, St. Paul proper, is liable for the taxes of 1882.

Judgment will be entered accordingly.

HASCAL R. BRILL, Judge.

THE STATE OF MINNESOTA EX REL THE MINNEAPOLIS & NORTHWESTERN RAILROAD COMPANY,
APPELLANT, VS. THE CITY OF MINNEAPOLIS.

Syllabus—The city of Minneapolis, in pursuance of the provision of chapter 182, Special Laws 1879, voted to issue its bonds to the relator to aid the building of the three several lines of road from said city into the country northward and westward lying between the Hastings & Dakota and St. Paul and Pacific railroads, and between the several lines or branches of the latter road. Such bonds to be delivered at the rate of \$1,000 per mile when the track was laid and the cars running on each section of not less than ten consecutive miles. "Provided the eastern terminus, general offices and headquarters of said railroad shall be at Minneapolis."

The relator itself has never built, owned or operated any railroad. But under its authority and its articles of incorporation the St. Paul, Minneapolis & Manitoba Railroad Company has constructed sixty-three miles of road from the city of Minneapolis, where it connects with the main line of that company, to St. Cloud, where it connects with the St. Vincent branch of the same company. These sixty-three miles of road are owned and operated wholly by the St. Paul, Minneapolis & Manitoba Railroad Company, as a part of their system, from their own general offices and headquarters in St. Paul. The relator company, which neither own nor operate any railroad, has its general offices, nominally, at least, in Minneapolis.

Held, that this does not constitute a compliance with the conditions of the "proviso" above cited. This proviso means that the "operating headquarters and general offices of the road after construction shall be established and permanently maintained in the city of Minneapolis."

It is the nature both of a condition precedent to the issue of the bonds and also of a continuing obligation on the relator after their issue, and contemplates the establishment of these general offices and headquarters at Minneapolis before the bonds shall be issued, as well as the maintenance of these there afterward.

Writ of mandamus denied.

MITCHELL, J.

THE MINNEAPOLIS & NORTHWESTERN RAILROAD
COMPANY, APPELLANT, VS. E. P. WOODWORTH,
RESPONDENT.

Syllabus—In proceedings for the consideration of land for railroad purposes an award was made by commissioners, from which the railroad appealed to the district court, the corporation giving the security required by section 24, chap. 34, General Statutes 1878, took possession of the property as authorized by that section.

Afterwards the corporation entered a dismissal of its appeal, and a judgment of dismissal was thereupon entered.

Held, first, that the judgment dismissing the appeal was a "final judgment" within the meaning of section 27, chap. 34, General Statutes 1878 as amended in 1881 (chapter 57), and the corporation was required by that statute to pay the award within sixty days thereafter.

Second—The corporation having failed to make such payment, the act of 1881 authorized the entry of a judgment, upon motion of the land owner, adjudging the condemnation proceedings abandoned, and awarding damages to him, computed upon the amount of the award, at the rate of ten per cent per annum.

Third—The including of attorney's fees in such a judgment was authorized.

The judgment must be modified by deducting the sum of fifty dollars included therein as attorney's fees.

Ordered accordingly.

DICKINSON, J.

MINNEAPOLIS UNION RAILWAY STATION.

Dimensions, etc.. of Minneapolis Union Railway Station, which is owned and controlled by St. P., M & M. Railway Company.

MAIN BUILDING.

The main building is 65 x 290 feet, three stories high, with a clock tower 120 feet high, at the corner of Bridge and High Streets. The walls are 2 feet 6 inches thick throughout, and the main floor is supported by cast iron columns and wrought iron beams of extra heavy weight, making the construction very substantial and practically fireproof.

Almost the entire building is devoted to the convenience of the public. Out of a floor area of 52,000 square feet, only 15,000 feet are used for offices, and the remaining 37,000 feet are used for waiting rooms, dining room, and other essential places.

First Floor.

The first floor is level with the tracks, and has a waiting room 60 x 120 feet; gentlemen's water closet 24 x 25; barber's room, 20 x 22 feet. Ticket office, parcel office, lunch counters, and offices for train dispatchers, conductors' room, and other offices for the convenience of the various officials.

The stairway leading from the first floor to the second floor is 20 feet wide, heavily framed with oak and supported on brick walls.

Second Floor.

The second floor is on a level with the street, and contains the ladies' waiting room, 60 x 60 feet; the gentlemen's waiting room, 60 x 120 feet, with ceiling 40 feet high. The dining room is 40 x 80 feet, with ceiling 25 feet high; ladies' toilet room is 18 x 20 feet; ticket office, 20 x 20 feet. These rooms are all well lighted from the streets, and have plate glass windows with finely designed stained glass transom sash. The inside finish will all be of oak with natural finish.

The kitchen for dining room is on the third floor (17 x 80 feet), and all smells therefrom are entirely prevented from reaching the waiting or dining rooms.

Third Floor.

The third floor only extends over the ladies waiting room, and is 60 x 80 feet, being divided into offices, and is reached by a staircase in the tower.

BAGGAGE BUILDING

The baggage building, next the river bank is 30 x 260 feet, two stories high, and constructed of two feet thick brick walls, with boiler house at the south end, 30 x 40 feet, making a total length of 300 feet.

First Floor.

The entire first floor is set apart for the handling of baggage and express matter. The baggage room is 26 x 176 feet. The express room 26 x 42 feet. Engine room 20 x 26 feet. Employees' water closet 14 x 16 feet.

Ample facilities will be provided for handling the United States mail and emigrant's baggage.

Second Floor.

The second floor of this building is nearly all devoted to the comfort of emigrants. A space of 27 x 196 feet is set apart for a waiting room, off from which will be separate rooms for men and women staying over night, with toilets and bath rooms for each, also a kitchen and washing room, supplied with steam and water.

The baggage facilities will be ample, and a covered bridge twelve feet wide connects the baggage room with the waiting rooms in the main building, and extending over the tracks, within the train shed.

TRAIN SHED.

The train shed is 120 feet wide and 310 feet long, and 58 feet high in the center. The roof is formed by eighteen arched ribs, constructed of wood and iron, and set on wrought iron built columns, securely bolted into heavy stone foundations. The whole being placed between the main and the baggage buildings.

The total frontage of the buildings is 215 x 300 feet, covering 1.3 acres. And taken in connection with the covering formed by Hennepin Avenue bridge, and the covering of the tracks at High Street, it gives over 2½ acres entirely under roof.

The floor space is as follows:

	Square feet.
Waiting rooms.....	20,700
Emigrant rooms.....	4,300
Dining room.....	3,200
Kitchen, etc.....	2,720
Baggage room.....	4,576
Express room.....	1,100
Offices, etc.....	15,404
Train shed.....	37,200
Total.....	89,200

The building throughout will be heated with steam, and lighted with gas and electric lights. The electric lighting will be supplied from a dynamo machine in the engine room, where there will be a fifty-five horse power engine for this purpose. The cost of the entire building, exclusive of grounds and connecting bridge, when complete, will be as follows :

Foundations.....	\$23,000
Brick work.....	71,400
Iron work.....	16,300
Carpenter work.....	95,000
Plumbing work.....	7,000
Roofing (tin).....	4,000
Plastering.....	3,500
Gas fitting.....	1,700
Electric light.....	3,500
Steam heating.....	12,750
Hardwood finish.....	13,900
Plate glass.....	2,700
Stained glass.....	1,900
Water supply.....	1,400
Steam engine and pumps.....	3,700
Painting.....	9,640
Skylights.....	11,000
Total.....	\$282,390

TABLE SHOWING PARTICULARS RELATIVE TO R. R. COMMISSIONERS.

STATES.	When Boards Were Established.	No. Comm'rs	By Whom Appointed or Elected.	No. of Years.	Amount of Salary.	How Paid.	Clerk's Salary.
Alabama.....	February 26, 1881.....	3	Governor and Senate.	2	President \$3,500; Ass'ts \$3,000	State.....	\$1,500 00
California.....	Approved April 15, 1880.....	3	People.....	4	\$4,000.....	State.....	2,400 00
Connecticut.....	1853, General St. 1875, p. 15.....	3	Governor and Senate.	3	3,000.....	Railroads.....	1,800 00
Georgia.....	October 14, 1879.....	*6	Governor and Senate.	2	2,500.....	State.....	1,200 00
Illinois.....	July 1, 1871, Gen. Laws 1871-2, p. 618.....	3	Governor and Senate.	2	2,500.....	State.....	1,200 00
Iowa.....	March 23, 1878, Laws of I, 1878, p. 67.....	3	Gov. and Ex-Council.	3	3,000.....	Railroads.....	1,500 00
Kentucky.....	April 2, 1880.....	3	Governor.....	2	7 per day.....	State.....	
Maine.....	R. S. 1871, p. 462, Sec. 71.....	3	Governor and Council	3	5 per day.....	Railroads.....	
Massachusetts.....	June 15, 1869, A. & R. 1869, p. 699.....	3	Governor and Council	3	Chairman \$4,000; Ass'ts \$3,500	Railroads.....	2,000 00
Michigan.....	April 10, 1873, L. M. 1873, p. 91.....	1	Governor and Senate.	2	\$2,500.....	State.....	1,000 00
Minnesota.....	March 8, 1875, G. L. 1875, p. 135.....	1	People.....	2	3,000.....	State.....	1,200 00
Missouri.....	March 29, 1875, L. M. 1875, p. 112.....	3	People.....	6	3,000.....	State.....	1,500 00
New Hampshire.....	1844.....	3	People of the towns.....	2	3 per day and 10c. per mile.....	Railroads.....	
New York.....	January, 1883.....	3	Governor.....	2	3,500.....	State.....	2,500 00
Ohio.....	April 5, 1867, L. O. 1867, p. 111.....	1	Governor and Senate.	2	2,000.....	State.....	1,200 00
Rhode Island.....	General Statutes 1872, Ch. 145.....	1	Governor.....	2	2,000.....	State.....	
South Carolina.....	December 24, 1878, Acts 1878, p. 789.....	1	Governor.....	1	1,500.....	State.....	1,200 00
Vermont.....		1		2	2,100.....	Railroads.....	
Virginia.....	March 31, 1877, A. A. 1876-7, p. 254.....	1	General Assembly.....	2	2,000.....	Railroads.....	1,200 00
Wisconsin.....	March 11, 1874, L. W. 1874, p. 599.....	1	Governor and Senate.	2	3,000.....	State.....	1,200 00
Kansas.....	1882.....	3	Governor and Senate.	2	3,000.....	State.....	1,560 00

* First set appointed for two, four and six years respectively — afterwards the term of office is to be six years.

SHIPPERS' GUIDE FOR ALL COMMODITIES CARRIED BY RAILWAYS.

ESTIMATED WEIGHTS PER BARREL AND BUSHEL.

Ale and Beer.....	320 lbs. per	bbl.	Grass Seed, Red Top	14 lbs. per	bush.
" ".....	180 " "	$\frac{1}{2}$ bbl.	" Timothy	45 " "	bush.
" ".....	100 " "	$\frac{1}{4}$ bbl.	Hemp Seed.....	44 " "	bush.
" ".....	55 " "	$\frac{1}{8}$ bbl.	High wines.....	390 " "	bbl.
Apples, green.....	150 " "	bbl.	Liquors not other-		
" ".....	56 " "	bush.	wise specified....	400 " "	bbl.
Alcohol.....	390 " "	bbl.	Malt (Barley).....	38 " "	bush.
Barley.....	48 " "	bush.	" (Rye).....	35 " "	bush.
Beef.....	330 " "	bbl.	Molasses.....	575 " "	bbl.
Beans, white.....	60 " "	bush.	Nails.....	106 " "	keg.
" castor.....	46 " "	bush.	Oat Meal....	200 " "	bbl.
Bran.....	20 " "	bush.	Oats.....	32 " "	bush.
Buckwheat.....	52 " "	bush.	Oil.....	360 " "	bbl.
Corn, shelled.....	56 " "	bush.	Onions.....	60 " "	bush.
Corn, in ear.....	70 " "	bush.	Pork.....	330 " "	bbl.
Corn meal.....	200 " "	bbl.	Potatoes, common..	60 " "	bush.
Cement.....	" " "	bbl.	" sweet.....	55 " "	bush.
Charcoal.....	22 " "	bbl.	Plastering Hair....	8 " "	bush.
Cider.....	400 " "	bbl.	Peas (dried).....	60 " "	bush.
Eggs.....	200 " "	bbl.	Resin.....	300 " "	bbl.
Fish.....	300 " "	bbl.	Rye.....	56 " "	bush.
".....	160 " "	$\frac{1}{2}$ bbl.	Salt, fine.....	300 " "	bbl.
".....	100 " "	$\frac{1}{4}$ bbl.	Salt, coarse.....	70 " "	bush.
".....	75 " "	$\frac{1}{8}$ bbl.	Salt, fine.....	55 " "	bush.
Flax seed.....	56 " "	bush.	Ship Stuff.....	35 " "	bush.
Flour.....	200 " "	bbl.	Spirits Turpentine..	360 " "	bbl.
Grass Seed, blue....	14 " "	bush.	Turnips.....	56 " "	bush.
" Clover... 60	" "	bush.	Vinegar.....	400 " "	bbl.
" Hung'ri'n 45	" "	bush.	Whisky.....	390 " "	bbl.
" Millet... 45	" "	bush.	Wheat.....	60 " "	bush.
" Orchard 14	" "	bush.			

A car load of pig iron or iron ore is considered 22,400 pounds. Live stock is waybilled as follows: Horses, mules and cattle, 18,000 pounds; hogs, 16,000 pounds; sheep and calves, 12,000 pounds per car load.

RULES FOR MEASURING GRAIN IN BULK.

Multiply the length, width and average depth of load represented in feet and parts of feet, together, then deduct one-fifth, and you have nearly the exact bushels to be multiplied by the weight of the grain per bushel. Or multiply the length, width and depth in inches together, and divide the product by 2,150, and you have the bushels nearly exact, the same to be multiplied by the estimated weight per bushel.

ESTIMATED WEIGHTS OF LUMBER AND OTHER ARTICLES.

LIGHT LUMBER.		Weight.	Am't for
		LBS.	car load.
			FEET.
Pine, hemlock and poplar, thoroughly seasoned, per thousand feet.....		2,500	9,600
Black walnut, ash, maple and cherry, per thousand feet.....		4,000	6,000
MEDIUM LUMBER.			
Pine, hemlock and poplar, green, per thousand feet.....		3,800	6,300
Black walnut, ash, maple and cherry, green, per thousand feet.....		4,500	5,350
Oak, hickory and elm, dry, per thousand feet.....		4,000	6,000
HEAVY LUMBER.			
Oak, hickory and elm, green, per thousand feet.....		5,000	4,800
Oak, hickory and elm, part seasoned, per thousand feet..		4,500	5,350
HOOP POLES.			
Poles, seasoned (28 foot car).....		4½ feet high.	
Green (28 foot car).....		3½ feet high.	
STAVES AND HEADING.			
Seasoned (28 foot car).....		4½ feet high.	
Green (28 foot car).....		3½ feet high.	
BARK.			
Oak, green, per cord.....		3,500	7 cords.
Oak, dry, per cord.....		2,500	9 cords.
SHINGLES.			
Green, per thousand.....		310	77 M
Dry, per thousand.....		240	100 M
Cedar, dry, per thousand.....		200	120 M
LATH.			
Per thousand, dry.....		450	53 M
Per thousand, green.....		800	30 M
BRICK.			
Common, per car load.....		4 (each)	6,000
Fire, per car load.....		6 (each)	4,000
LIME, COAL, ETC.			
Lime and coal.....		80 per bu.	300 bu.
Coke.....		40 per bu.	600 bu.
SAND, ETC.			
Sand, per cubic yard.....		3,000	8 cub. yds.
Gravel, per cubic yard.....		3,200	7½ cub. yds.
STONE, ETC.			
Stone, undressed, per cubic yard.....		4,000	6 cub. yds.
Stone, per load.....		24,000	
Marble, per cubic foot.....		165 lbs.	145 cub. ft.
Slate, per cubic foot.....		165 lbs.	145 cub. ft.
Ice, per cubic foot.....		63 lbs.	380 cub. ft.

WOOD.

Fire, soft, green, per cord.....	3,500	7 corda.
Fire, dry, per cord.....	3,000	8 corda.
Fire, hard, green, per cord.....	4,500	5½ corda.
Fire, dry, per cord.....	3,500	7 corda.

RULES FOR MEASURING LUMBER TO GET THE ACTUAL WEIGHT.

Multiply the breadth by the thickness, divide the product by 12, and multiply the quotient by the length of the piece. For example, take an $8 \times 8 \times 18$; now, $8 \times 8 = 64 \div 12 = 5\frac{1}{3} \times 18 = 96$ feet.

TRAIN ACCIDENTS IN THE UNITED STATES.

The record of accidents in the United States reported monthly in the "Rail-road Gazette," is as follows:

The whole number of train accidents.....	1,641
Whole number of persons killed.....	475
Whole number of persons injured.....	1,798
Whole number of accidents causing death to persons.....	258
Whole number of accidents causing injury to persons.....	387
Whole number of accidents causing no injury to persons.....	996

A comparative statement for eleven years is as follows:

For the Year End- ing Sept. 30th.	Total Number of Train Accidents.	Total Number of Persons Killed.	Total Number of Persons Injured.	Total Number of Train Accidents Causing Death.	Total Number of Train Accidents Causing Injury Only.
1873	1,344	346	1,381	.....	.....
1874	987	201	740	131	179
1875	1,179	227	1,052	138	225
1876	954	219	939	154	221
1877	947	313	1,230	132	226
1878	779	200	689	106	143
1879	843	182	751	100	165
1880	937	246	961	121	197
1881	1,481	438	1,644	235	320
1882	1,332	385	1,467	224	284
1883	1,641	475	1,798	258	387
Total.....	12,624	3,232	12,652	1,599	2,347

It will be noticed that there is a great increase in the number reported under each head.

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